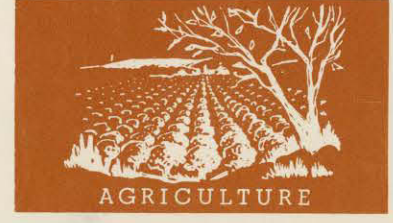


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COMPREHENSIVE GENERAL PLAN

BOISE CITY • IDAHO



1985

Atkinson Associates...CITY AND REGIONAL PLANNING



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Harold T. Jones • Council President
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Henry F. Koch • Council Member
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A. J. Wahl • Public Works Commissioner
Steve Taylor • Fire Chief
Marie Wroten • Acting Commission Secretary

The final report on the Comprehensive General Plan for Boise City, of which this is Volume I, is made up of the following three parts:

VOL. I The Comprehensive General Plan 1985
VOL. II Planning Research and Administration
VOL. III Proposed Zoning and Subdivision Ordinances



CITY OF BOISE
IDAHO

December 1, 1963

To the People of Boise City:

The following report contains the essentials of a Comprehensive General Plan for guiding the future growth and development of Boise City. It is submitted after almost two years of study by our Planning Commission and Zoning Commission working in cooperation with other public officials and with the professional guidance of our Planning Consultants.

Boise City has just celebrated its Centennial. It was a fine tribute to the 100 years of colorful history during which Boise City has grown from a small trading post to a metropolitan center of over 53,000 persons.

It is the purpose of the General Plan to guide future development - not to remake Boise City. The people of Boise City are justly proud of their community. We cherish our attractive neighborhoods, parks, public buildings, schools, junior college and our clean air. While all of us are in favor of improvement, we like much of our City as it is.

In looking to the years ahead, however, we recognize that growth and change are inevitable. We know that to accommodate this growth we shall be required to make large expenditures for public facilities, streets, utilities and other improvements. It is the purpose of this Plan to help insure that funds for these purposes will be wisely expended and that Boise City will grow increasingly as an ideal community in which to work, to shop, and, of particular importance, to live and raise a family.

The promise of the future in Boise City is forecast in the progressive developments of recent years. It is shown in our new residential neighborhoods, office buildings, motels and parking structures.

It is shown also, and with even greater significance, in the growing consciousness of Boise City as a metropolitan area and in the increasing public interest in community development.

In considering the Plan here submitted, it is important to recognize that the preparation of a Plan is only the first step in preparing for future growth and that without public support the adoption of a Plan is only a formality.

The concepts and proposals contained herein, therefore, together with the maps and ordinances designed to implement them, will be discussed fully in public meetings held by your Planning Commission and Council. We urge that you attend these meetings and contribute your views to our planning program.

The future of Boise City is in your hands. We can realize its fullest potential by planning and working together.

Respectfully submitted:

Eugene W. Shellworth - Mayor

Councilmen:

Harold T. Jones
Vernon E. Morris

Henry F. Koch
Edward W. Rice

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C O N T E N T S

BOISE CITY • IDAHO

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IDAHO STATE CAPITOL BUILDING

FIGURE 1



HISTORICAL BACKGROUND

When first mentioned in recorded history the site of Boise City was aptly called "Peaceful Valley" - the name given to it by the Shoshone Indians whose villages and trading centers were located along the river's edge.

The settlement of the Boise Region began about 1810 with the advent of the fur trade which flourished thereafter for a quarter of a century. Legend has it that a party of French Canadians in search of beaver, first looking down on the tree-bordered river and valley, exclaimed "Les Bois, les Bois! Voyez les bois!" and that from this shout came the name Boise, meaning woods or trees.

In 1862 the discovery of gold brought a rush of prospectors and settlers to the area. To protect them Fort Boise, which had been built as a simple stockade by the Hudson's Bay Company in 1834 and abandoned in 1855, was re-established in 1863 as an American Military Post.

There were many dramatic personalities involved in the founding of Boise City. Three in particular stand out: Major Pinkney Lugenbeel, Henry C. Riggs and James L. Reynolds. Major Lugenbeel selected the site for the military post and directed its building and staffing.

Henry C. Riggs was one of eight men who met in a cabin on July 7, 1863, in what later became the Ritchey-Davis Ranch, and laid out a town between the ranch and the new government reservation. The plan provided a townsite with a main road running parallel to and about three-quarters of a mile distant from the river. Five blocks were laid out on either side of this road. It was Riggs who suggested Boise City as the name for the growing town, and later, as a member of the 1864 legislature, fought to make Boise City the Territorial Capital. He promoted the City as a business location and established one of the first stores in town.

James L. Reynolds visualized a greater Boise and worked to

bring it into being. He edited the first Boise City newspaper, the Idaho Tri-Weekly Statesman, and is famed for his efforts in arousing public opinion to make Boise City the state capital.

Congress created the Territory of Idaho in 1863 with Lewiston as Territorial Capital. After a protracted and melodramatic political tug-of-war Governor Lyon finally signed the required bill on December 3, 1864, moving the capital to Boise City. Boise continued as the capital City when Idaho became the 43rd state in 1890.

Incorporated in 1864 Boise City, by the turn of the century, could boast a population of nearly 6,000 persons.

With the building of the Arrowrock Dam, 1911 to 1915, the irrigation of the lands around Boise City opened the area to farming. Since then agriculture has been the basis for the economy of the region.

Washington Irving, writing about the adventures of Captain Bonneville in 1867, noted: "The country about the Boise or Woody River is extolled by Captain Bonneville as the most enchanting he has seen in the Far West; presenting the mingled grandeur and beauty of mountain and plain; of bright running stream and vast grassy meadow waving to the breeze."

The dramatic setting and natural beauty of the Boise City area he described continues to be one of its outstanding features and greatest assets.

Source of historical data: Early History of the Boise Region, 1811 - 1864,
by Dr. Eugene B. Chaffee

ECONOMIC BACKGROUND

Introduction

Geography and mobility are the key words in a preview of the economic future and potential development of Boise City. From the beginning the City's geographic location has given it several advantages and some handicaps.

The Pacific Northwest is divided into a number of distinct economic sub-regions the limits of which are determined by topographic features rather than by man-made political boundaries. One of these sub-regions, which includes the middle Snake River Valley and the tributary Payette and Boise River Valleys in southwest Idaho and southeast Oregon, comprises an extensive territory with close to a quarter million residents. Of this bi-state territory Boise City is the geographic and economic center.

The City's westerly location in the State of Idaho permits close economic association with the Pacific Northwest, as well as Rocky Mountain cities, an advantage shared by few communities in the mountain region. The Rocky Mountains, bordering Idaho on the east, have been an historic barrier to commercial movement in that direction.

Within 450 miles of Boise City are three sizeable western markets: The Ogden-Salt Lake City complex, less than 400 miles south; Portland, the nearest seaport, 445 miles to the northwest; and Spokane 436 miles north.

All of these markets, including Boise City, are in a position to serve each other. To maximize its economic position, Boise City must serve as much of its own market area in as many ways as possible, and must also provide a growing volume of products and services to neighboring regions and metropolitan centers.

Boise City's present economy is based largely on retail and wholesale trade, employment in government, service industries, and manufacturing. All of these, with the exception of government, are in turn partly dependent on the agricultural and forest resources of the surrounding area.

During the past decade the agricultural sector of the economy has become increasingly dependent on livestock and livestock products, the value of which represented over 82% of Ada County's total value of farm production in 1959, compared with 75% in 1954. The dairy industry accounts for over 50% of the total value of livestock and livestock products.

Agricultural operations in Ada and neighboring counties are now utilizing to a high degree the land and water resources available, with diversified production providing an exceptional level of stability. The net effect on the local economy, however, depends considerably on market conditions and federal farm policies.

Consumer Markets

Boise City's potential as a consumer market is directly related to population and the income trends of residents in the ten-county Boise City trade area. Within these ten counties live over one-third of Idaho's residents. The population of this area was 231,472 in 1960, an increase of 18.8% since 1950, as compared with the State's growth rate of 13.3%. The population of the ten-county area is expected to increase to about 315,000 by 1985. Ada County and adjacent Canyon County to the west account for over 65% of the population of the ten-county area.

Boise City offers a full line of retail establishments sufficient to meet the needs of the community and the surrounding trade area and has the highest retail sales of any Idaho community. Although containing only 5% of Idaho's population, the City

accounts for over 12% of total retail sales in the state. Over 75% of Ada County's retail sales are transacted in Boise City.

The City also contains over 200 wholesale firms, chiefly concentrated in the machinery, food, and hardware lines and is also a regional center for financial, medical, professional, and other services.

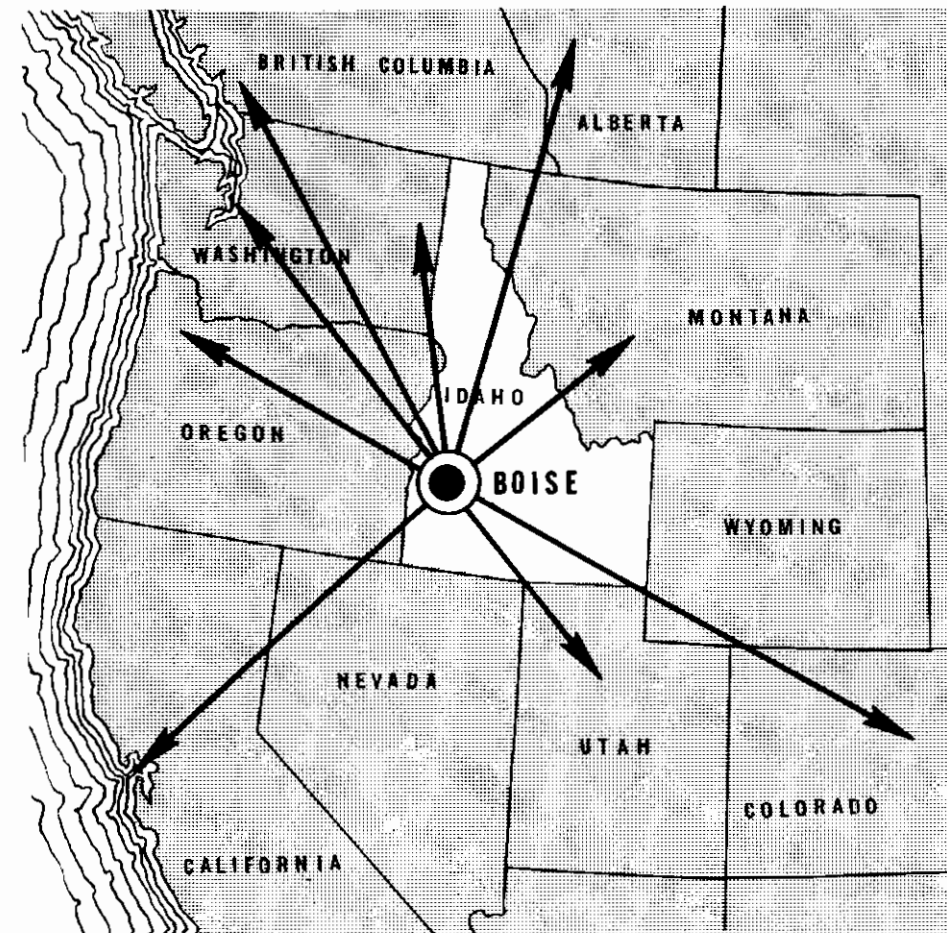


FIGURE 2

Transportation

Boise City is the air transportation hub of Idaho, providing service to all major western cities. It is also a major highway center, and will soon be on the Federal Interstate Highway System. The City is served by 17 common carrier truck lines. Four bus companies provide passenger and parcel service.

The Union Pacific, with both passenger and freight service, is the only railroad serving Boise City. Rail freight to the north and south connects through Pocatello, 235 miles to the east. The lack of competitive rail transportation is a disadvantage to certain economic activities in Boise City.

Industrial Markets

In recent years the Rocky Mountain area has experienced substantial industrial growth, as has the Pacific Northwest. Boise City's regional position permits association with both of these areas in the marketing of raw materials and industrial components.

In serving markets beyond the ten-county trade area, Boise City manufacturers can offset location limitations, to some extent, when products are of relatively high unit value and thus can absorb long-distance delivery costs. This is illustrated in the success of Boise City's mobile home industry in serving distant markets, including the San Francisco Bay Area.

Labor Resources and Employment

The Boise City labor market area comprises all of Ada County. The available labor force has steadily increased along with population. According to current estimates of the Idaho Em-

ployment Security Agency the area has a civilian labor force of 37,250 and unemployment of 1,600.

There appears to be a labor supply available to meet any foreseeable needs. The Boise area has a satisfactory history of labor relations.

Government, the largest employment category, employs 6,400 persons, or about 12 percent of the employed population of Ada County. Retailing is the area's second largest employer, with an estimated 6,200, compared with about 5,000 in 1958.

While the volumes and values of Ada County's agricultural production have continued to rise, there has been a reduction in total farm employment, due largely to mechanization. The irrigation of additional land areas helps to offset this trend.

Business and Financial Services

Boise City has three well established commercial banks, operating nine branches, and three savings and loan associations, providing adequately for the community's financial needs and for economic growth. Boise City, because of the distance to other metropolitan centers, has developed most of the business services usually found only in a city of 100,000 or more.

Research facilities, which are somewhat lacking in the City at the present time, are expected to improve when four-year and graduate college programs are made available in the community.

Economic Potentials

Industry of the so-called "footloose" type, together with additional food processing and expanded government activities, constitute Boise City's chief potential for future development. Secondary but significant opportunities include

increased tourist business and growth in sales and services to the trade territory.

To industries of the so-called footloose types, which are not closely tied to markets, materials, or highly specialized labor resources, Boise City offers distinct attractions. The number of such industries is multiplying steadily with the increased mobility of management personnel and rising labor costs in major metropolitan areas. One example of such industries is the manufacture of electronic products and components which, in contrast to research and development, is not tied to centers of advanced technical education and highly skilled labor. In a great portion of electronics manufacturing the labor requirements are for unskilled but adaptable personnel who are willing to work at reasonable but competitive wage rates.

Boise City is established as the administrative center for the State of Idaho, and as the preferred location for regional offices of various agencies of the federal government. Employment in government offices will continue to expand with the growth of the state and nation.

Boise City will maintain its strong position as the regional center for trade and commercial services as well as for financial, medical, professional, and other services, with the volume of activities increasing with the growth in regional population.

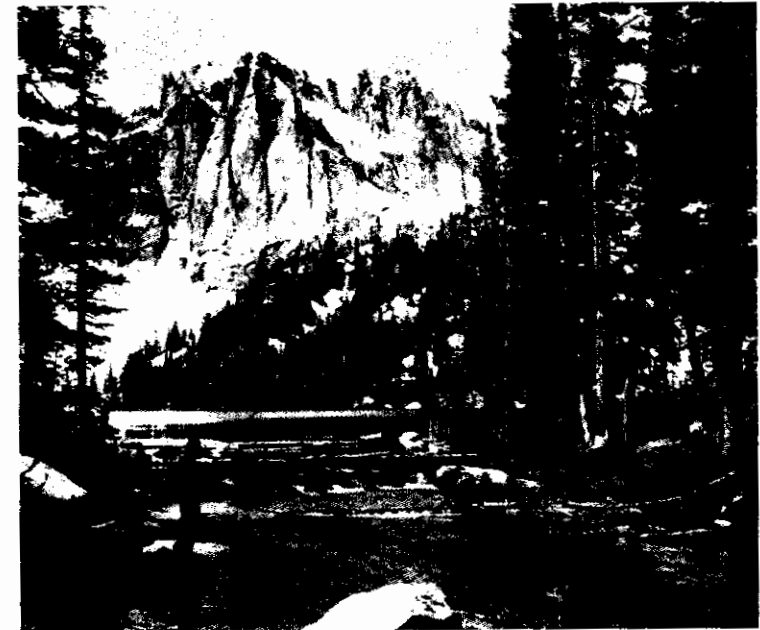
Regional Trade and Tourist Development

For a number of years the Boise area has actively promoted its attractions for visitors, with a considerable degree of success. The excellent winter sports facilities in the area offer possibilities for development, though limited to a certain extent by competing facilities in other areas. The

same is true of hunting and fishing - sports readily available to local residents, of a quality capable of attracting a nationwide patronage.

The continuing national growth of tourism, the recent impetus given to Pacific Northwest travel by the Seattle World's Fair, and the completion of the Federal Interstate Highway System, all enhance Boise City's prospects for an increased volume of tourist business.

FIGURE 3



RECREATION WONDERLAND

FIGURE 4

THE PLANNING AREA

The term "planning area" may be defined as the geographical area containing the factors which influence, in a major way, the development of the area for which a plan is being drawn.

Thus, from a broad economic standpoint, the planning area for Boise City embraces the area which includes the multi-state market to be served by Boise City industry and business, and in a more restricted economic sense, may be said to be made up of the ten-county trade area served by the City.

In addition to these matters, which were discussed in the foregoing section, the General Plan for Boise City, as a basis for the design of such matters as traffic circulation and the use of land, takes into account the major political and geographical areas shown on Figure 4. These include the County of Ada County, the Boise Independent School District, the Boise Metropolitan Area as defined by the Ada County Board of Commissioners, and the Boise City Incorporated Area as of 1960.

The Planning Area, as herein defined and shown as Item 2, Figure 4, is the geographical area of approximately 56 square miles which now contains or will contain in the foreseeable future, the urban population of which Boise City is the central city. This area, by reason of topography and availability of or feasibility of providing utilities, contains the area into which Boise City may expand as a reasonable administrative unit during the planning period.

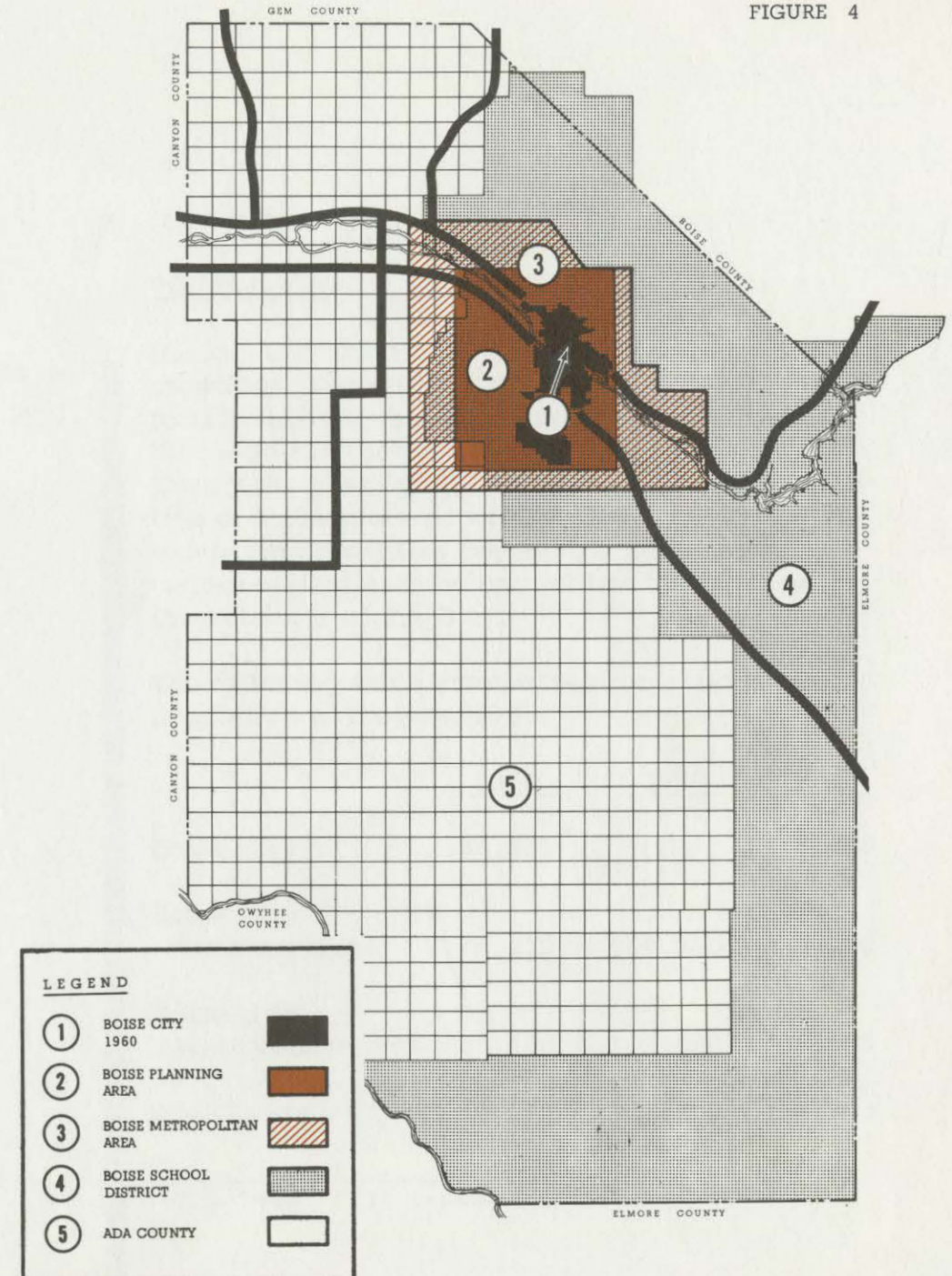
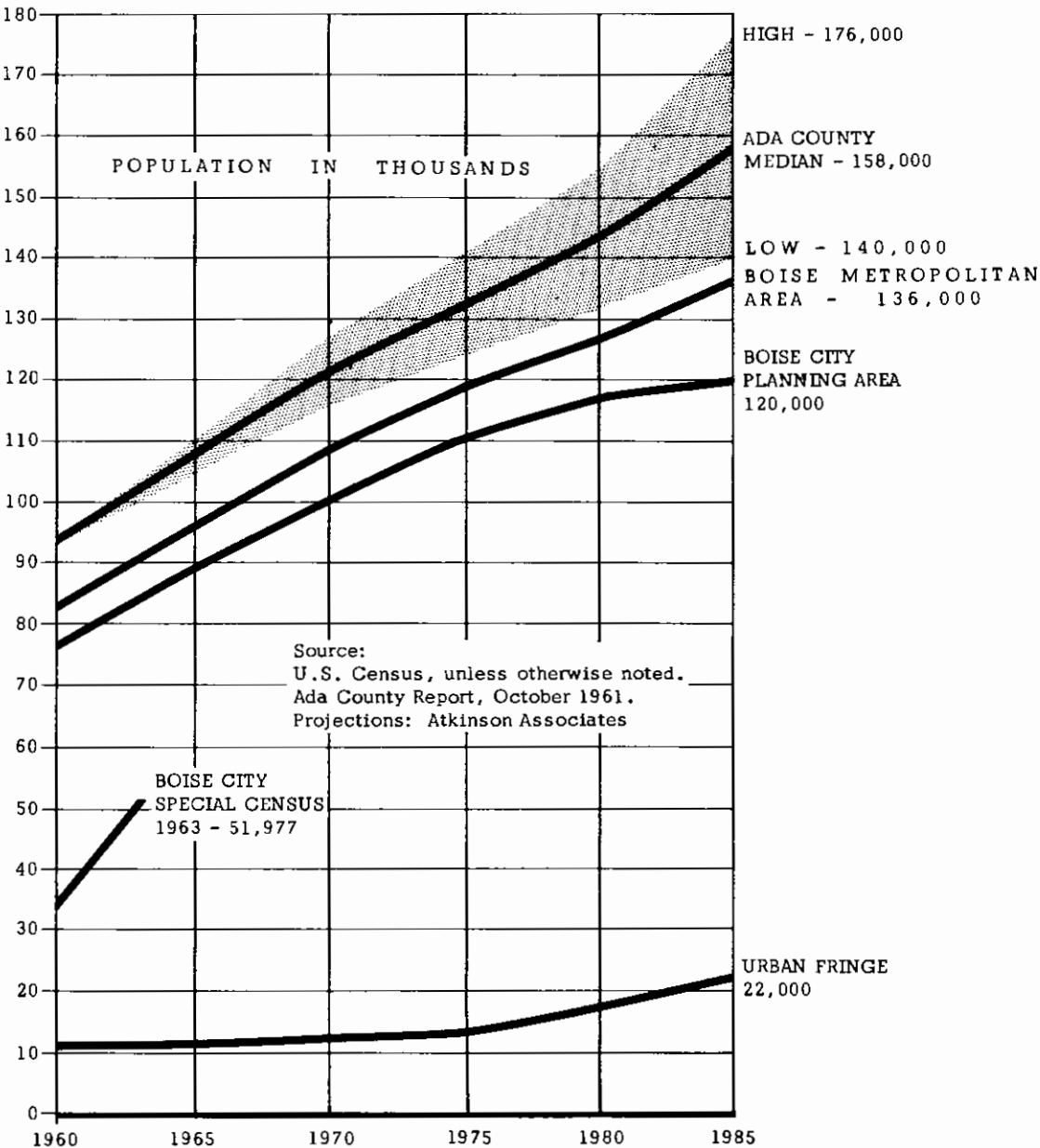


FIGURE 5



POPULATION

Historically there has been steady and sustained growth in population in the Boise City Area. Prior to 1950 most of the development responsible for this increase took place within the City limits. During the past decade, as the result of the depletion of buildable land within the City and the extension of utilities beyond the City limits, major residential development has taken place on the outskirts of the City.

The following table summarizes projections of population to the year 1985:

| | 1960 | 1970 | 1985 |
|---------------------------------|----------|---------|---------|
| Boise City | 34,481 * | (1) | 110,000 |
| Boise City Planning Area | 76,250 | 100,250 | 120,000 |
| Boise City Metropolitan Area | 82,500 | 109,000 | 136,000 |
| Ada County | 93,460 * | 121,500 | 158,000 |

* U. S. Census

(1) Dependent on City boundary.

THE BOISE COMMUNITY

The plan for the future of any community begins with the environment in being. Its corner stone is the community status quo. Some of the major environmental factors taken into account in the General Plan for Boise City are given in the following resume.

RESIDENTIAL AREAS

The majority of residential development in and around Boise City is devoted to single-family use. In some instances, particularly in the newer areas, housing has been built in subdivisions which are uniform in lot size, dwelling type, and value. However, in most of the older parts of town, although street patterns follow a grid pattern and lot sizes are consistent, development has taken place over a period of years and combines various residential building types with some non-residential uses. In a few areas, the character of development along a street may change radically several times within a few blocks.

Although there are some substandard dwellings in several parts of the community, Boise City has no aggregations of such dwellings which could reasonably be described as slums.

With the exception of the recently annexed areas, most of the residential land within the present City limits is built upon. In the former, however, and in the urbanized county area, there is a considerable amount of vacant subdivided land as well as large areas of undeveloped land capable of subdivision. Figure 6 (5).

Single-family areas appear to fall into the following classifications, all of which have particular standards and values which deserve enhancement and protection through the provision of

appropriate zoning regulations.

Early Developments

The dwellings in this group, which make up most of the residential portions of the City, are, as shown on Figure 6 (4), generally on streets having a grid pattern. Many of the areas contain a small scattering of commercial and industrial uses. Home occupations and the renting of rooms are fairly common. Duplexes and apartments are found at random locations - frequently converted from large residences.

As mentioned above the pattern is not consistent and there are a number of developments to which the above description does not apply; such as those along Harrison Boulevard - and in the Warm Springs Area.

More Recent Subdivisions - Medium Lot Size

Housing built during the past two decades follows the usual post-war pattern. Streets are generally curving and subdivisions, as illustrated on Figure 6 (2), are characterized by uniformity of lot size, dwelling type, and age of dwelling. Most of the subdivisions are small and hence do not create a neighborhood of uniform characteristics. Families in these areas tend to place value on maintaining the type of design to which the neighborhood was built and would not be amenable to the introduction of non-residential uses or to the conversion of single-family units to multi-family dwellings.

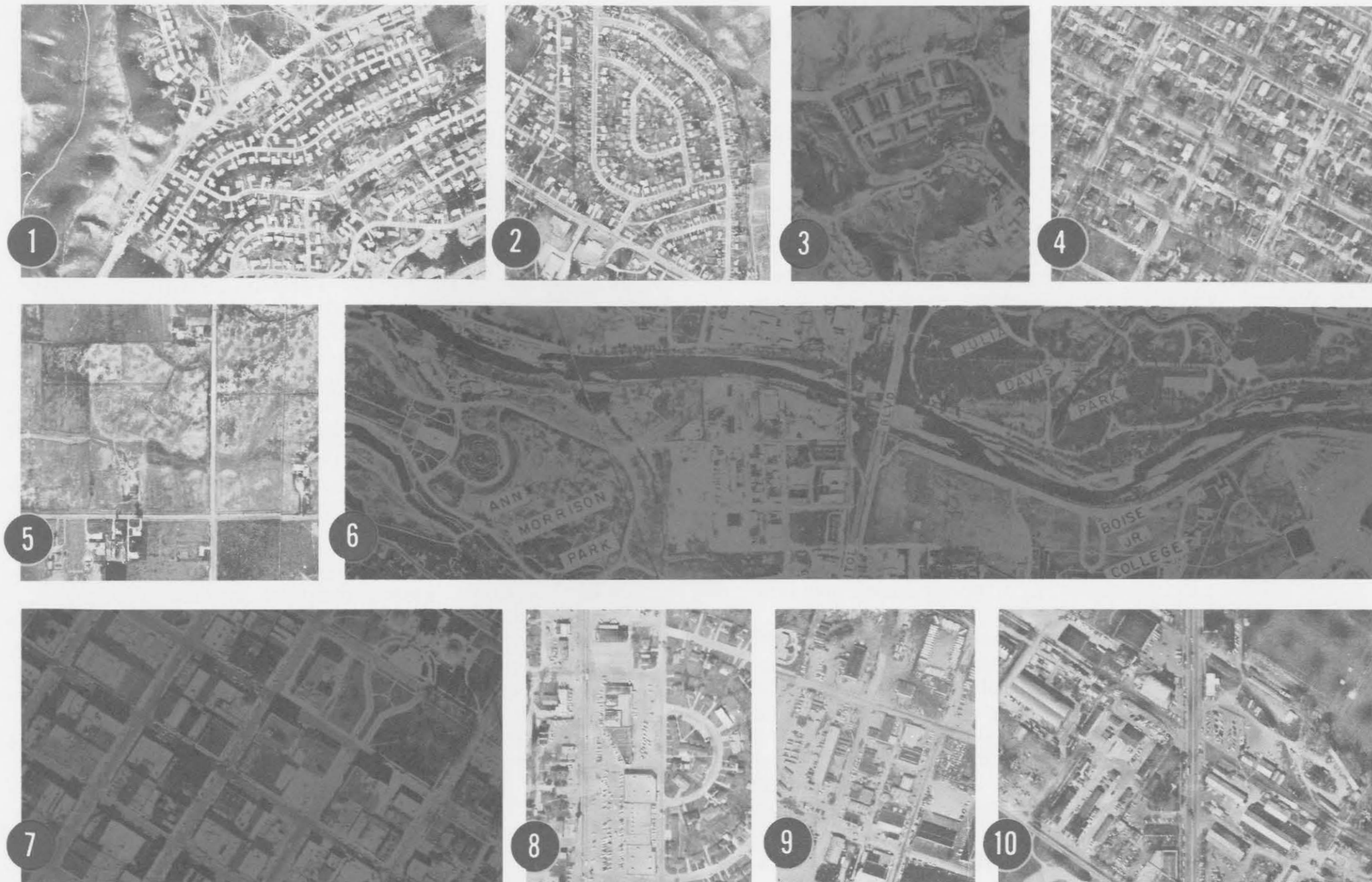


FIGURE 6

Hilltop Areas

Dwellings in these recently developed areas are built to generally uniform standards. Lots are above average in size and dwellings are in a cost range above the City average. Note Figure 6 (1).

Apartments

Although apartment units make up a small part of available housing in Boise City, the nationwide trend toward apartment living and retirement in metropolitan areas has stimulated apartment building within the City. The multi-story apartments being built east of the Capitol Building and south of Ann Morrison Park mark a distinct departure from traditional residential development in Boise City. Figure 6 (3) shows the Boise Hill apartment development.

Non-Residential Areas

In addition to the major areas of the City which are developed for residential use, as described above, several concentrations of non-residential use stand out, i.e., - the central business area, outlying shopping centers, ribbon commercial along major arterials and highways, the industrial development south of Front Street, the governmental office complex centering around the State Capitol Building, the office and professional area east of the Capitol Building, and the motel concentration along Capitol Boulevard. Each of these has an important place in the community economic structure and contains planning values which deserve enhancement and protection.

COMMERCIAL AREAS

Commercial development in Boise City may be classified in the following four types:

The Central Business Area

The downtown area, which contains the major office and retail outlets in the City, has an appearance of economic stability, and contrasts favorably with central business areas in most cities of a size comparable to Boise City. Figure 6 (7).

The area is faced with the problems common to central areas, i.e., the segregation of through from local traffic, the provision of adequate offstreet parking, the obsolescence of some structures and the need to compete with outlying shopping areas in maintaining over-all attractiveness. There is considerable evidence of success in all of these directions, such as the new Bank of Idaho building, the Bon Marche four-story Offstreet Parking building, extensive parking lots, the Provident Savings and Loan building, the expansion of motor hotel facilities, the face lifting of older structures, improved street lighting, and the use of planter boxes along downtown streets.

Favorable conditions relating to downtown include its central location close to State and County office buildings; its relationship to the major highway pattern; and the trend toward more intensive residential and office development in the adjacent area.

The building of the recently approved Federal office building on the Veteran's Hospital property will benefit downtown, particularly if other similar developments can be obtained to tie it to the office-building complex. The contemplated provision of additional facilities for conventions or similar activities, linking the commercial and governmental office areas functionally, as well as in plan, offers benefits to both the office functions and the downtown area.

Neighborhood Commercial

In Boise City, retail commercial activities other than the

central business district, include shopping centers generally located at the intersections of major thoroughfares, ribbon commercial development along thoroughfares, and the corner grocery or small convenience stores found in many residential neighborhoods.

Outlying shopping centers built shortly after the war tend to front onto the highway and provide mostly convenience shopping facilities. The more recent centers are built around large parking lots and offer a wider range of merchandise and services. Several of these are planned to include a junior department store or branches of downtown stores and will thereafter be more directly in competition with the downtown area. Figure 6 (8).

The corner grocery stores, frequently of the type known as the "ma and pa" store, are located in almost every neighborhood in Boise City. To a large extent they cater to walk-in trade, provide a convenience to the neighborhood, and generate very little vehicular traffic. The curb parking provided is usually adequate.

Highway-Related Commercial

Ribbon and highway-related commercial development in Boise City offers goods similar to that in the neighborhood shopping centers and also includes roadside business such as motels, trailer parks, gasoline service stations, used-car lots, drive-in restaurants, and other activities which, to a considerable extent, depend upon the traffic passing their door for trade.

When grouped together in a favorable location such developments can form an attractive area and supplement each other. However, when placed in spot or scattered locations along major streets they can contribute to neighborhood deterioration.

The business of motels and mobile home parks appears likely to grow in importance in Boise City in future years. Of

particular note is the development located on Capitol Boulevard, immediately south of the Boise River. There are a number of locations in the community suitable for this type of development.

Service Commercial

Service commercial activities in Boise City include warehousing, contractor shops, auto repair shops, and other non-objectionable quasi-industrial uses which, generally speaking, do not require the facilities or the frontage characteristic of retail trade areas.

In contrast to industrial uses, these commercial activities generally make good neighbors to the downtown area. They have a relatively low employment density, hence do not create major traffic or parking problems, and form a good transitional use from retail commercial to industrial by providing a buffer between the two and serving both.

Because service commercial activities, in addition to serving the central business area and industrial areas, also provide some service to the entire community, a central location in an area of reasonable proximity to both downtown and industrial land is well suited to them. The area along Grove and Front Streets is so located and is near both downtown and the major industrial areas, as is the area south of the Boise River, between Ann Morrison Park and Capitol Boulevard. Another location, the frontage on Americana Boulevard, south of the Boise River, also has a reasonably central location and is close to the industries in that area. Figure 6 (9).

INDUSTRIAL AREAS

Industrial developments in the Planning Area are established in three generalized areas. As in most communities these are located either along the railroad right-of-way or in areas served by industrial rail spurs.

The industrial area south of the Central Business District, extending east and west of Capitol Boulevard, is devoted largely to warehousing and similar uses serving downtown businesses which, for the most part, are quiet and free of smoke and the other disturbances usually associated with industrial areas. Figure 6 (10).

The largest area suitable and available for industrial use is located south of the proposed Interstate Freeway. It contains the airport, the airport industrial area, and the Boise Industrial Park. Admirably served by highway and rail access, this area contains ample land for extensive industrial operations.

The third area, located along the Union Pacific industrial spur west of the City limits, is used for above ground bulk storage of inflammable materials.

There are also a number of industrial uses spotted throughout the community in commercial and residential areas. Because they are limited in number and size they are not, as yet, a major disadvantage to the areas in which they are located. However, it is self-evident that the needs of industry and the needs of a residential neighborhood are quite different and that the two do not make good neighbors.

LAND AVAILABLE FOR EXPANSION

There is an abundance of undeveloped land within the planning area. Although the land within the City limits is, for the most part, subdivided and built upon, large sections of land within the planning area, but outside the City, contain only scattered development at the present time. Some of this land cannot reasonably be developed because of topography, nonavailability of utilities, and high development costs. Also, not all of the buildable land will be required for development during the planning period. Sections of the Boise River Valley floor, for example, although close to the center of the City, are utilized for extensive land uses such as farming, sand and gravel operations and large scale equipment storage.

The availability of undeveloped land areas suitable for a range of uses has the advantage of permitting flexibility of land use planning. It has also the community advantage, when combined with the river, park, school land, and other public areas, of creating the feeling of openness and spaciousness which is characteristic of the Boise area.

SUMMARY and FORECAST

The following conditions and trends are of major significance as a frame of reference for planning the development of Boise City to the year 1985.

Boise City is a good place in which to work and live, offering a reputation for stability, outstanding community character, a healthful environment, exceptional recreational advantages, and freedom from the smog and grime which blight most metropolitan areas.

The City will continue to serve as the major shopping, commercial, and service center for the surrounding trade area of some ten counties serving about 250,000 people.

The most favorable opportunities for Boise City to expand its economic base are in the areas of "footloose" industries, tourist development, expanded sales and service to the surrounding trade area, governmental activities and expanded regional agricultural production.

The City is in a position to develop these opportunities and expand its economic base through an aggressive economic development program designed to maximize its advantages and overcome the less favorable factors of location and transportation.

Stimulated by an economic development program, Ada County and the Boise City Planning Area may be expected to achieve populations of 121,500 and 100,250 respectively in 1970, and 143,500 and 117,000 respectively in 1980. By 1985, the terminal date of the planning period, it is estimated that the population of the Boise City Planning Area will be 120,000 and that of Ada County, 158,000.

Most of the people in Boise City like the present character of their residential neighborhood and will support planning provisions designed to

retain and protect desirable neighborhood design and established values.

The major portion of the residential growth anticipated during the planning period will take place in the recently annexed portions of the City and the contiguous urban metropolitan area.

The preponderant demand for residential units will continue to be for single-family dwellings.

Commercial development will increase roughly in proportion to area population and expansion will take the form of a more intensive use of the downtown area and an increase of shopping center development in the suburbs.

The development of convention facilities in the vicinity of the government office complex would enhance the future of the central business area.

It is anticipated that the public will continue to support school bond issues and that the Independent Unified School District of Boise City will thus be enabled to provide facilities in pace with community growth.

The City park system includes exceptional community and regional parks. Additional neighborhood play areas will be required in some sections of the Planning Area.

The State and Federal highway system, including the proposed Interstate Freeway, form an excellent basic pattern of transportation for the metropolitan area.

The valley floor in Boise City, already an outstanding community asset, offers opportunity of further recreation, civic, and tourist-related development.

The City's public buildings, parks, and related civic developments, which are located in a setting of great natural beauty and interest, make Boise a distinguished City today. Viewed in terms of future developments, Boise is potentially a City renowned for civic beauty.

BOISE CITY · IDAHO

THE COMPREHENSIVE GENERAL PLAN

It is the purpose of the foregoing estimates of economic and population trends to establish a basis for anticipating land use requirements and for identifying policies required to bring about an orderly physical development of the Boise City area. When clearly stated and agreed upon, policies, on such matters as the future use of land areas, the location of major trafficways, and the preferred general location of public improvements, become a general plan for community development.

Basically the General Plan is a statement of policy presented in broad outline. Its purpose is to guide the physical development and growth of the planning area.

It is obvious that problems of community development such as those relating to drainage, traffic, transportation, and so forth, do not stop at city boundaries. The General Plan, therefore, includes an area larger than the City of Boise and takes into account the entire Boise City urban area.

The function of the Plan is to organize and set forth in maps and policy statements the physical form the community should take to best meet the economic, social, and cultural

needs of its inhabitants during the planning period, i.e., to the year 1985. It serves also as a coordinative measure: There are many agencies in the Boise community which prepare plans as a part of their regular activities. The Boise School District plans for future school expansion. Ada County has its own general planning program. The State Division of Highways includes plans for highways in the Boise area as a part of its over-all highway planning. In a similar manner the various departments of the City, such as the Department of Public Works and the Fire Department, annually estimate the additional facilities required to meet anticipated growth and change. It is the function of the General Plan to help incorporate these plans into a community-wide design.

Because the Plan is comprehensive and long-range in concept and acts as a guide for the development of private as well as public lands, it must be sufficiently flexible to be adaptable to changing conditions in the community.

Upon its adoption it affords a frame of reference for use by community officials and as a basis for discussions with county or other authorities on planning matters of mutual interest - such as the classification of land on the outskirts of the City or the relationship of the General Plan to the Ada County General Plan now in preparation.

The Plan will have a place also in meetings with officials of the Idaho State Department of Highways concerning the design and treatment of the proposed Interstate Freeway and the access routes into the City relating to it.

OBJECTIVES

The Plan has the following objectives:

TO FOSTER the development of sound, well planned residential neighborhoods which will maintain high value, be capable of reasonable city maintenance and build the city's reputation as a desirable place in which to live.

TO ENHANCE the functioning of the industries presently in the community and encourage diversification of industry to broaden the city's economic base.

TO PROMOTE the continued growth of the downtown business area as a regional commercial and shopping center and to provide for neighborhood shopping at locations convenient to the neighborhoods served.

TO ASSIST in making the city administration an effective business operation by advancing the efficient installation and operation of public facilities, utilities, and services.

The designation of the most desirable arrangement and use of land, as stated above, is one important function of the Plan. These matters, when officially approved, are made effective through the enactment of City laws, particularly those grouped in the zoning and subdivision ordinances which, as proposed, are set forth in Part III of this report.

The classification of land, according to use, has many recognized advantages. Over many years the experience of cities has shown that areas, such as those which we generally think

of as being commercial, residential, or under the general heading of industry, are best able to carry on their normal activities and to maintain value if they are developed uniformly for a compatible group of uses.

In contrast to this, experience has shown that areas containing a mixture of uses such as, for example, industrial combined with residential, do not develop satisfactorily and frequently become more or less unsuitable for either use.

The General Plan, therefore, proposes that land in appropriate locations be set aside for each of the essential uses which make up the Boise community and that, within general limits, these areas be reserved for such use.

The following table shows estimated areas of land required to accommodate anticipated developments within the planning area to the year 1985:

| <u>LAND USE</u> | <u>Gross Area (000 acres)</u> |
|--|-----------------------------------|
| Residential | 17.5 |
| Commercial | 1.5 |
| Industrial | 4.3 |
| Agriculture and Open Land | 9.4 |
| Public Facilities including Schools and Parks | 2.2 |

The proposed development of major land areas within the planning area is described in the following pages.

BOISE CITY - 1985

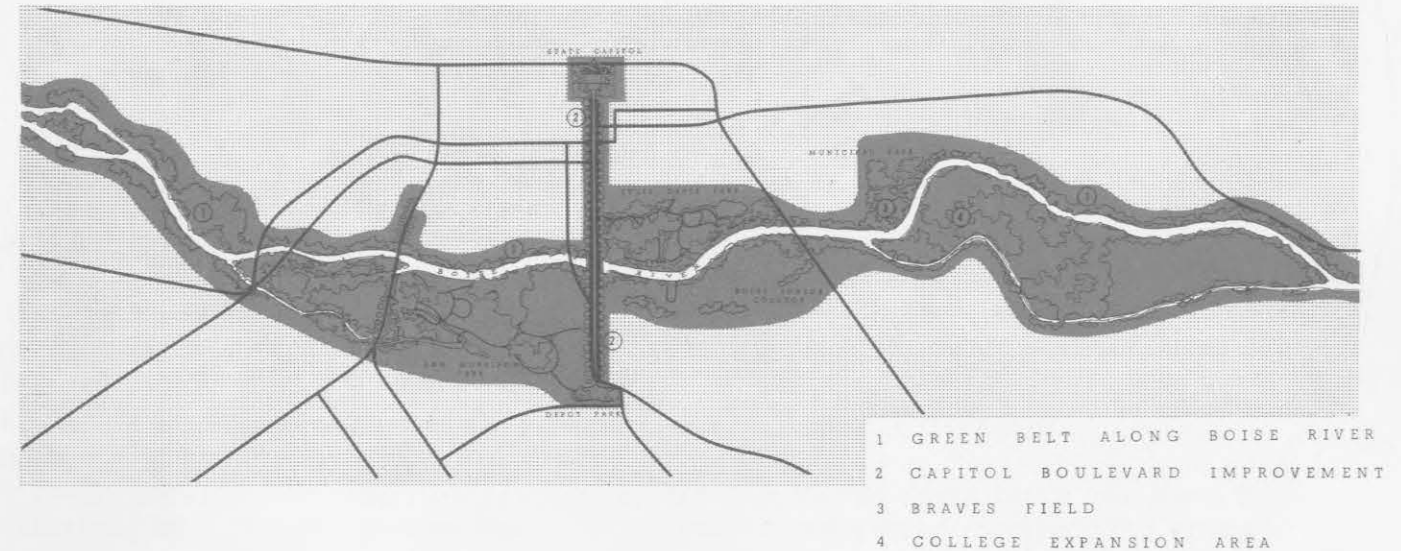
Each city has an individuality and a personality derived from its people which reflects its historical background; and is influenced, to a large extent, by its physical form.

Composed of streets, buildings, and spaces filled with a multitude of activities, cities offer varying degrees of interest and attractiveness. A city may be commonplace or it may be exciting and stimulating, depending upon the way its multi-faceted facilities are arranged, and the manner in which they are related to the total community environment.

Boise City has been favored by nature. Scenic surroundings of rivers, mountains, and dramatic civic beauty form an essential part of the Boise City heritage.

The following policy is recommended to retain Boise City's outstanding values and achieve its full potential in this important respect:

- Identify the factors - both present and future, which contribute in a major way to the visual aspects of the community, and take steps to insure their protection and enhancement.
- In the design and siting of each



new major undertaking (such as a building, bridge, or street), give due consideration and emphasis to its visual impact on the community.

- Acquire land along the Boise River so as to create a continuous green belt of public lands stretching along the river throughout the entire length of the community.
- Enhance and protect the inherent dignity and beauty of Capitol Boulevard by retaining and beautifying publicly-owned frontages; maintaining present set-backs in the Central Business District; encouraging building designs which incorporate additional set-backs wherever possible; obtaining sufficient right-of-way in undeveloped areas to permit additional tree planting and beautification; gradual elimination of

non-conforming uses; and the provision of uniform tree planting where feasible along the entire length of the boulevard.

- Retain the remaining park area around the State Capitol Building and, when and if feasible, develop an office building and mall complex north of the Capitol grounds.
- Explore ways and means of maintaining the Union Pacific Railroad Station as a community feature so that the building and park may be made a permanent civic monument.
- Identify and take steps to preserve, for public use, occasional view sites along the highways bordering the bench area both north and south of the City.



It is estimated that the anticipated increase in population in the planning area by 1985 of about 18,500 families, if all were located in new single-family neighborhoods, would require about 5,285 gross acres or 8.25 square miles, an area about one and one-half times as large as the land now within the City limits, north of the Boise River.

It is apparent, however, that a major portion of the housing required to accommodate these families will be built on existing vacant but subdivided land and that additional dwelling units will be created within the City through an increase in residential density in designated areas.

The residential section of the Plan is directed to preserving established values in residential areas, encouraging the development of new residential areas as well designed neighborhood patterns, and to guiding change in older residential neighborhoods toward plan objectives.

Separate types of residential area including rural residential, suburban residential, combined residential, and apartment neighborhoods are proposed:

Single-Family Residential

Provision is made for three neighborhood types which are exclusively one-family dwelling in character and which differ only as to density and character of development as determined by lot size: These include suburban areas characterized by a 20,000 square foot minimum lots size; hillside and estate developments characterized by a minimum lot size of 9,000 square feet; and urban one-family areas in which the minimum lot is 6,000 square feet in area.

In order to provide for the continued development of certain residential areas in the older part of the City in conformance with the established neighborhood pattern, the General Plan establishes standards and designates areas for them under the classification of "Combined Residential". It is anticipated that areas so designated will continue to be predominately single-family dwelling in character, that houses will be interspersed with limited or garden-type apartments, and that in some selected areas, upon approval of the Planning Commission and Council, certain quasi-residential uses and professional offices will be established.

The Plan provides also for residential development in rural areas including single-family dwellings on farms or on estates, having an area of one acre or larger.

Multi-Family Residential

During recent years there has been a nation-wide trend in urbanized areas toward apartment living and it is anticipated that the present step-up of apartment building in Boise City will continue.

To accommodate the demand for apartments convenient to employment, shopping, and community recreation facilities, the designation and regulation of land for two types of apartment development is proposed. One of these is included in the Combined-Residential as described above. The other provides for developments of a higher density which, because of larger scale, can justify the higher cost of close-in downtown locations. The area northeast of the State Capitol Building, designated on the General Plan Map as Residential-Administrative, is proposed for this type of development. Certain professional executive-administration and research offices are also provided for with appropriate restrictions.

RESIDENTIAL NEIGHBORHOODS

In the consideration of residential areas, the neighborhood is usually considered to be the basic unit. It is generally conceived of as a small community within the community having more or less homogenous physical character and interests. The preferred pattern for a neighborhood centers about the elementary school site and play area and is designed to be free of unnecessary vehicular traffic.

The planning area, comprised of the City of Boise City and the surrounding urban land, divides naturally into five major areas which may be further divided into 24 sub-areas, as shown on Figure 8. These areas, which are delineated on the basis of existing land use, school population, and highway pattern, correspond in a number of ways to the standards normally sought in neighborhood design, such as, for example, matters of size, natural boundaries, consistency of use, and population-holding capacity.

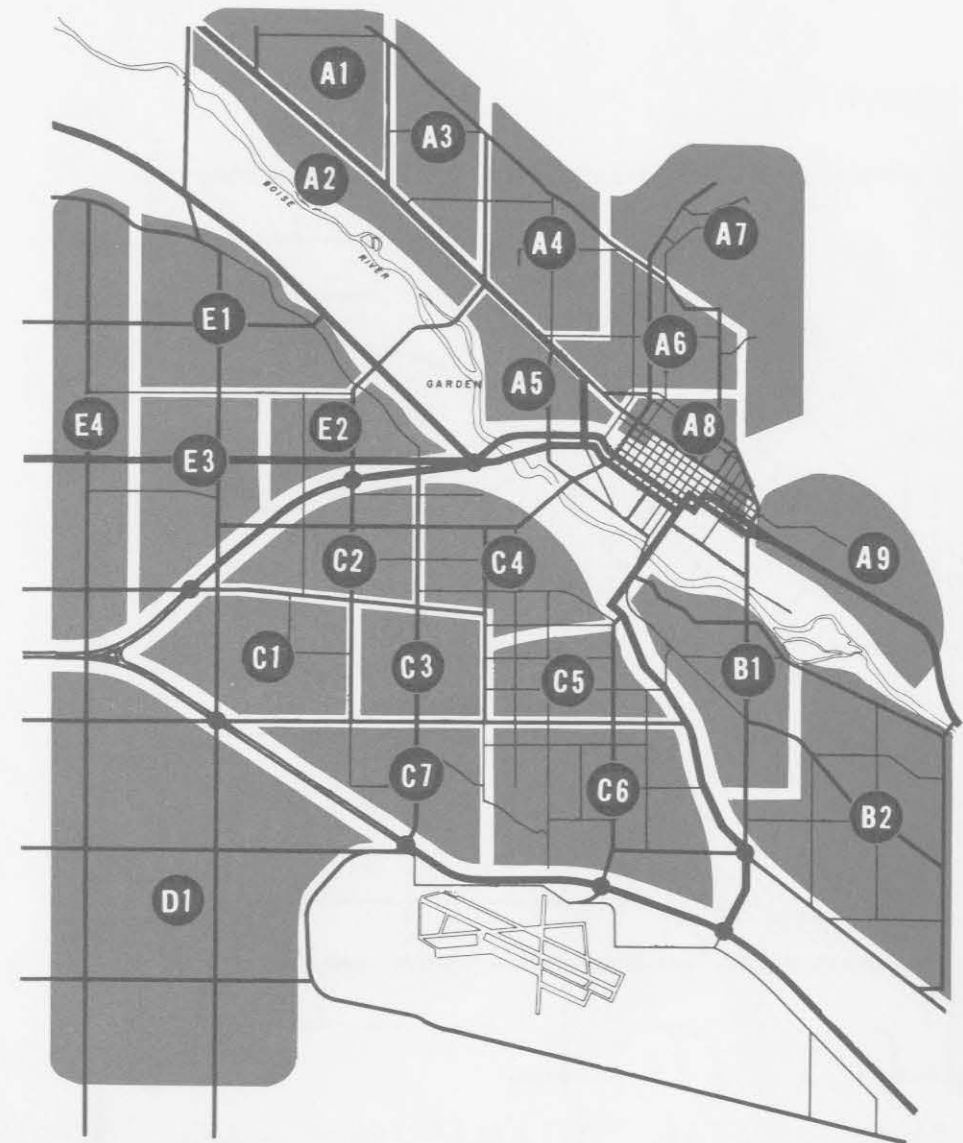
Although some of them do not qualify as a neighborhood, on the basis of design and relation to facilities, all comprise community units which are of value in appraising existing conditions, trends in population and community change, and the requirements for schools, playgrounds, and other community facilities.

A tabulation of the facilities and utilities available to each of the 23 neighborhoods shown in Figure 8 is included in Table 16, Appendix Volume III.

The achievement of neighborhood values is largely a matter of good community planning and subdivision design. The following objectives should be considered in the design of future residential neighborhoods in Boise City:

- The development of neighborhoods as unified residential areas outlined by natural boundaries, such as major

FIGURE 8



trafficways, and provided with required school and park areas and other community facilities.

- The design of neighborhood street patterns within the framework of major trafficways so as to create residential islands free of through traffic but readily accessible to traffic routes.
- The location of elementary schools and play areas near to, but not on, major collector streets and the siting of such facilities so that pedestrians can reach them without crossing major thoroughfares.

The preservation of trees, streams, and natural features and their incorporation in the development of sites for schools, parks, or other public facilities.

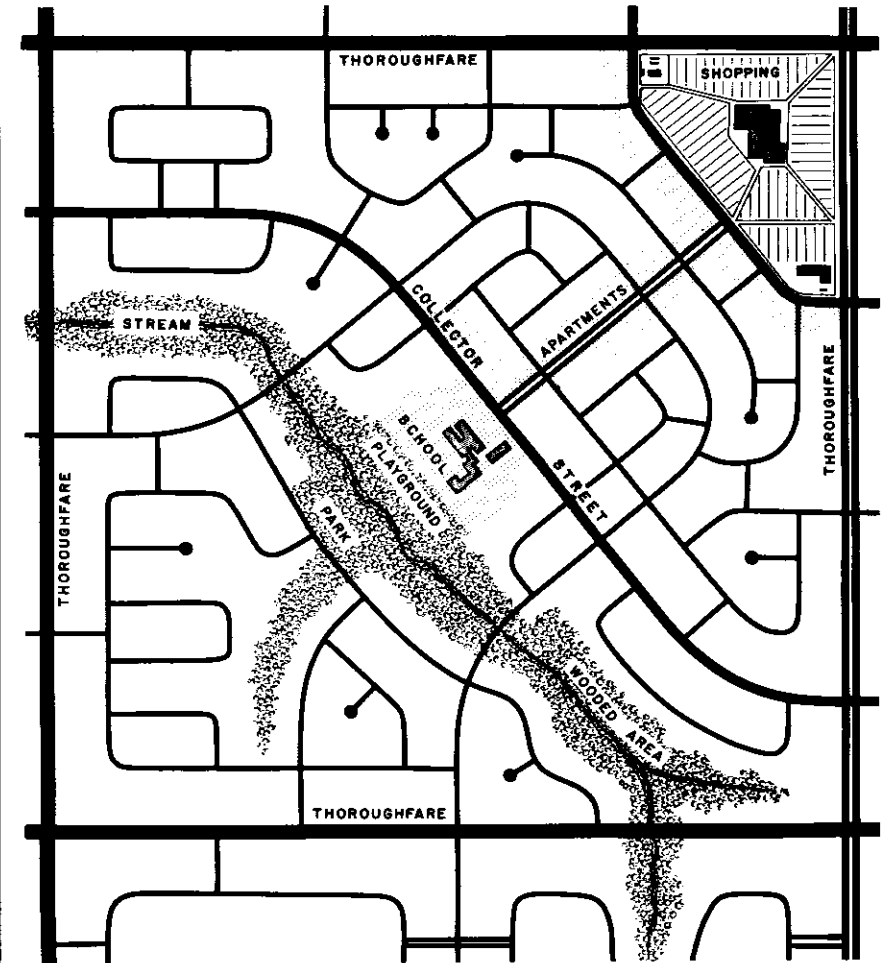
A schematic neighborhood layout designed to achieve the above objectives is shown on Figure 9. It illustrates a preferred type of street layout and the placing of school, park, and shopping facilities in locations accessible to all parts of the neighborhood.

POLICY OF LAND DEVELOPMENT

In addition to the above the following approaches to residential planning, which have been utilized in recent years, should be considered in the design of future subdivisions:

- The use of the Planned Unit Development by means of which greater flexibility and a more desirable living environment can be achieved in the planning of large residential areas. The proposed zoning ordinance includes a provision designed to facilitate this type of development.

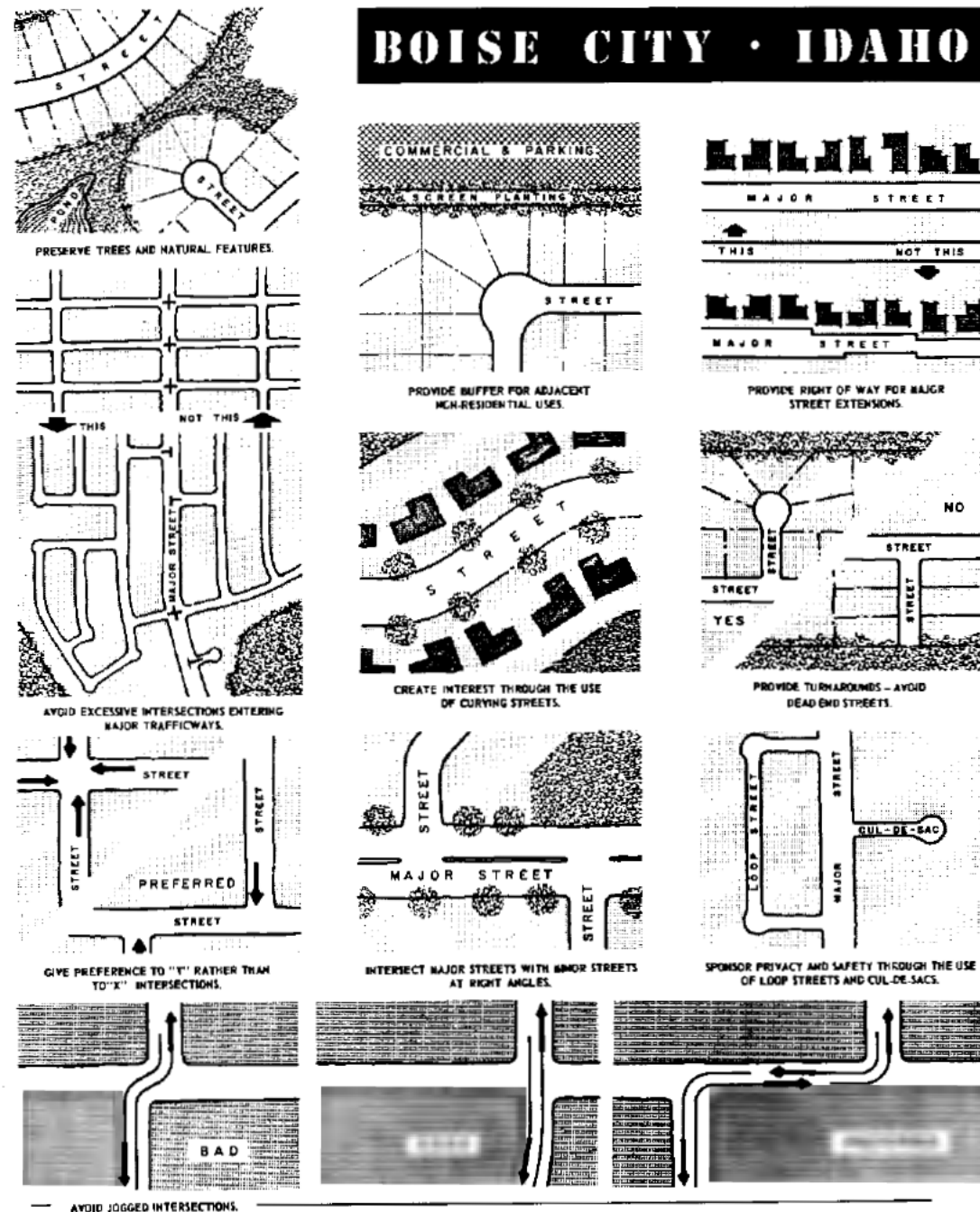
FIGURE 9



NEIGHBORHOOD PLAN - SCHEMATIC ARRANGEMENT

FIGURE 10

BOISE CITY • IDAHO



CHECK LIST OF DESIGN DETAILS

- The cluster method of lot development which, by grouping lots of minimum size around park areas, golf courses, or other available open space, maintains desirable density standards, avoids monotony of design, provides for a more effective use of public and private open space, and allows a greater economy of improvements.
- The town house concept of apartment development which provides for individual dwelling units in rows arranged so as to offer outside living area and adequate open space. When properly designed such developments provide the amenities of single-family dwelling living and the convenience of apartments.

Other details of design, such as the use of culs-de-sac and loop streets, curving streets of interesting patterns, preservation of natural features and so forth, which offer interest to neighborhood development are shown on Figure 10.



Shopping facilities and commercial development in the Boise City planning area have expanded over the years in proportion to area population and community growth. These facilities consist of the Central Business District, of some 20 square blocks, outlying shopping centers of various size, and linear commercial developments along major arterial streets.

The land areas designated for commercial use in the Plan coincide generally with the areas now used for commercial purposes or zoned for such use. These areas are at present only partially developed and, as noted above, include ample space for the expansion of commercial activities in proportion to the anticipated increase in population.

The advantages of restricting major uses of land to groups of compatible activities and the exclusion of noncompatible uses applies particularly to developments of a commercial nature.

The following policies are proposed to assist in promoting the economic well being of commercial developments:

- 1 The grouping of commercial activities into the following general types:

General Commercial: Uses which provide for retail sales, commerce, and related activities, and also for travel-related services* such as drive-in restaurants, gasoline service stations, and used car lots.

* Travel-Related Commercial activities are established as a separate zoning classification which also includes retail sales and commerce, to afford further enhancement of commercial developments in specific locations. Reference: Volume III, Proposed zoning ordinance and map.

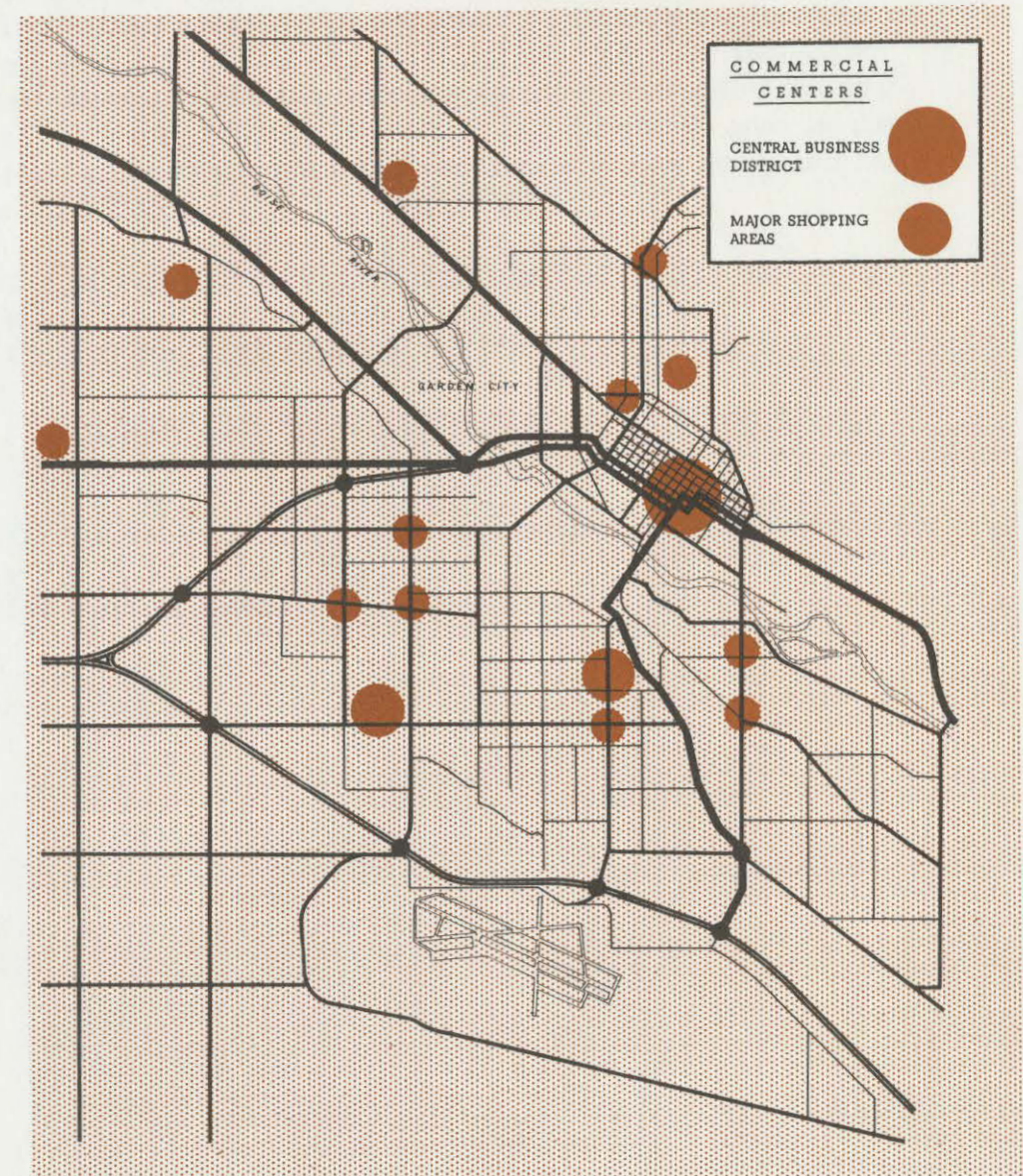


FIGURE 11

Service Commercial: Uses which provide for activities of a service nature such as repair shops, small warehouses, wholesale stores, and similar activities which serve other commercial businesses and home owners in the community. Limited semi-industrial activities not requiring industrial locations are also included in this group.

2 The allocation of areas for each separate type of commercial uses with only limited and carefully controlled exceptions made to the uses permitted therein.

Areas designated primarily for retail trade and commerce include the central business area and some outlying shopping locations. Areas designated for travel-related commercial activities are located along major thoroughfares. In certain of these, such as the area along Capitol Boulevard, highway-related commercial activities will predominate.

The Plan designates land for the service commercial type of use in the area adjacent to and south of the Central

Business District, an area convenient to downtown customers and centrally located to all parts of the community.

3 The provision of additional support of commercial activity in the Central Business District through the location of government offices and other opportunities for increased employment, and the encouragement of increased density of residential development near the downtown area in the form of an apartment and executive complex north and east of the Capitol.

4 The adoption of the Trafficways Plan which will facilitate access to, and the movement of traffic through, the Central Business District and other commercial areas.

5 The provision and retention of adequate offstreet parking in all commercial areas.

6 The enhancement of over-all community attractiveness so as to maintain Boise City as the shopping center for the surrounding trade area.



It is the purpose of the industrial section of the Plan to allocate land in sufficient quantities, and of the nature required, to provide for the types of industrial expansion outlined in the foregoing economic analysis.

Present industrial development in the Boise City area is made up largely of warehouse activities and light manufacturing.

A substantial inventory of industrial land is necessary to provide for future expansion, to keep Boise City in a competitive position with other communities, and to maintain reasonable land prices. Therefore, the provision of an adequate selection of sites for all types of prospective industry will require the setting aside of considerably more industrial acreage than is expected to be put into use during the planning period.

Industrial land in the planning area is comprised of the following three major areas:

1 The warehouse and distribution area of 335 acres along the railroad just south of the Central Business District. About half of this area is now vacant, or in a use such as residential or sand and gravel extraction. This land, when needed, can be developed for industrial use thus doubling the industrial capacity of the area.

2 The tank farm area, comprising about 310 acres, located along the Union Pacific industrial spur. About 200 acres of this area are presently in use. The remaining area of approximately 100 acres is vacant and available for industrial use.

3 The bench industrial area, comprising approximately 2,900 acres surrounding the Boise Municipal Airport, south of the proposed Interstate Freeway. About 450 acres of this land is developed leaving some 2,450 acres for future development. The area is well served by highway, air, and rail and is suitable for a wide range of industrial uses.

| <u>INDUSTRIAL AREA</u> | Existing gross acres | Gross acres developed (1) | Gross acres for expansion | % Increase |
|------------------------------|-------------------------|------------------------------|------------------------------|------------|
| North of the River | 335 | 170 | (2) 165 | 97% |
| Tank Farm Area | 310 | 200 | 110 | 55% |
| (3) Bench Industrial Area | 2,905 | (4) 450 | (5) 2,455 | 45% |

(1) Includes areas developed in conformance with proposed land use.

(2) Includes vacant land; residential developments and sand and gravel extraction.

(3) Excludes 750 acres of airport use.

(4) Includes surplus military buildings and adjacent land areas.

(5) Includes: 620 acres located in Airport Zone "B" and 1,040 acres located in Airport Zone "H".

Note: Zone "B", Inner Approach Zone, restricts heights of buildings and regulates land uses.
Zone "H", Noise Transition Zone, regulates minimum lot sizes and land uses.

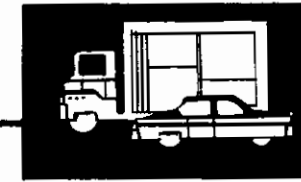
The Boise Industrial Park shown on the General Plan Map is being developed by the Boise Industrial Foundation Incorporated. This land, 200 acres in area, offers excellent transportation and access. It is served by the Union Pacific Railroad and is adjacent to major interchanges on the proposed Federal Interstate Highway. Water, natural gas, and electric power are available on the site. Plant locations are available in a range of sizes. The character of development is insured by protective covenants and also by the provisions of the zoning ordinance relating to industrial land.

Boise City has available for industrial development a total of approximately 2,700 acres of vacant land or land temporarily in other uses. Subject to its continued protection for industrial use, availability at competitive prices, and the provision when required of access and utilities, this land is adequate for all anticipated and actual inventory needs during the planning period.

BOISE INDUSTRIAL PARK AREA



FIGURE 12



TRAFFICWAYS PLAN

The basic street pattern in the Boise planning area consists of a series of arterial streets leading from various points of the compass to the downtown area. This overlays a grid pattern of streets generally following section lines which serve either as arterials or collector streets relating to the basic pattern.

The central business area is the focal point for most of the City's traffic. There is an adequate interior street system in the downtown area, nearly all of which is operated on the one-way grid system shown on Figure 16.

The highway pattern in the Boise Metropolitan Area is influenced considerably by the geography of the region. Highway locations have been controlled somewhat by the benches north and south of the community and by the need for bridges across the river.

The Trafficways Plan shown on Figure 14 has been designed to provide for the logical and orderly development of the Boise community; the safe and convenient movement of people and goods; and the expenditure of funds for public highways on an economical basis.

The Plan has been engineered to provide for the traffic volume anticipated to the year 1985, which is shown graphically on Figure 15. Estimates of traffic volume are based on a projected 1985 population for the planning area of 120,000 and 158,000 for Ada County, and an evaluation of traffic requirements related to the proposed land use plan. The latter

takes into account the probable location of employment centers, additional residential subdivisions, and other traffic generators.

Assignments of projected traffic have been made on the basis of minimum travel paths.

The Trafficways Plan is intended to serve the Planning Commission and City Council in the evaluation of proposed subdivisions and the programming of street improvements. It is implemented by the Subdivision Ordinance included in Volume III of the General Plan and by the Standard Engineering Specifications of the City, both of which spell out street standards and requirements in detail.

The Trafficways Plan has been coordinated with the plans of Ada County, the State Highway Department, and Garden City, and, as submitted, meets with the approval of those jurisdictions.

The Plan includes the following classifications of streets, typical cross sections of which are shown on Figure 13.

- 1 Arterial Street: A street having the primary function of carrying large volumes of traffic.

Four proposed types of arterial streets are shown on Figure 13. Of these:

The Divided Arterial - has the advantages of providing space for left-turn lanes, roadside planting, and provides also for increased safety.

The Undivided Arterial - provides the same roadway surface as the divided arterial and is the basic street section for moderate arterial traffic flow and for use in commercial and industrial areas.

The One-Way Arterial - is the standard street section recommended for the one-way grid in the central business area.

The Modified Arterial - provides four moving lanes with restricted parking and has been designed for situations in which the right-of-way available is restricted and in which arterial street capacity is required.

2 Commercial-Industrial Street: A

street designed primarily to carry traffic in commercial and industrial areas and to provide adequate parking and loading space.

3 Collector Street: A street designed to carry traffic from minor streets to other collector or arterial streets; and also to serve abutting properties.

The Collector-Residential is a special case collector street having somewhat reduced standards. It is intended to serve as a collector street in future residential areas.

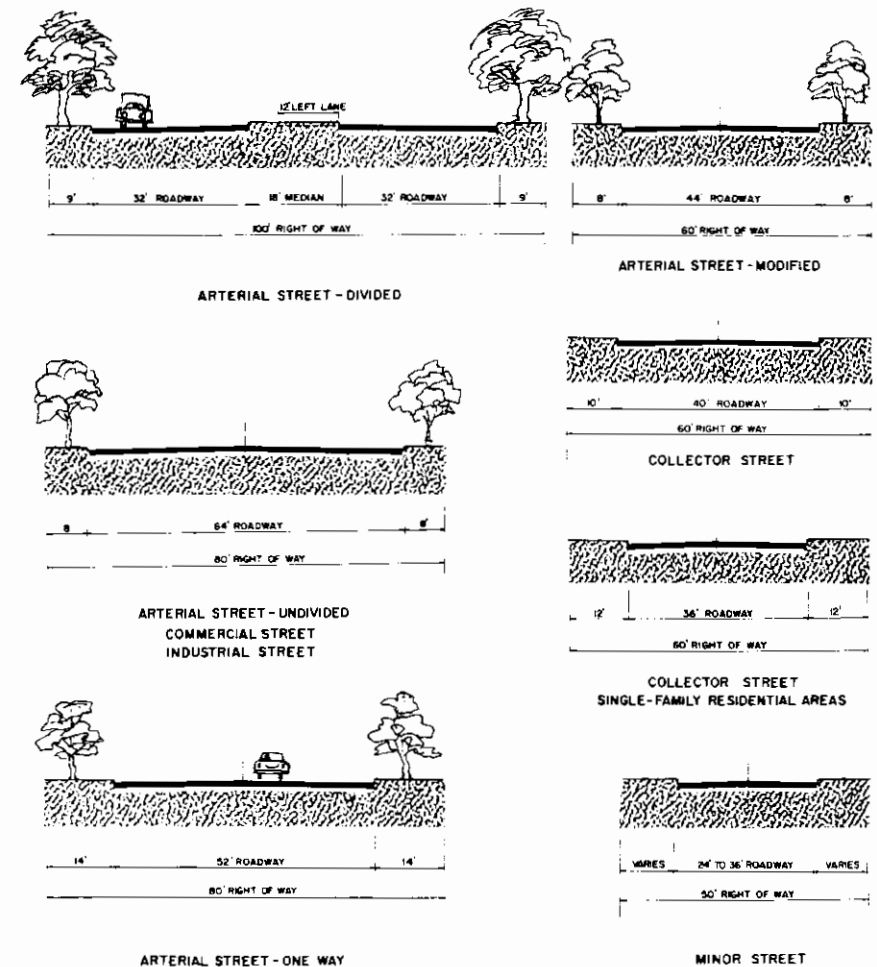
4 Minor Street: A street which is usually residential in nature and which serves primarily to provide access to abutting properties.

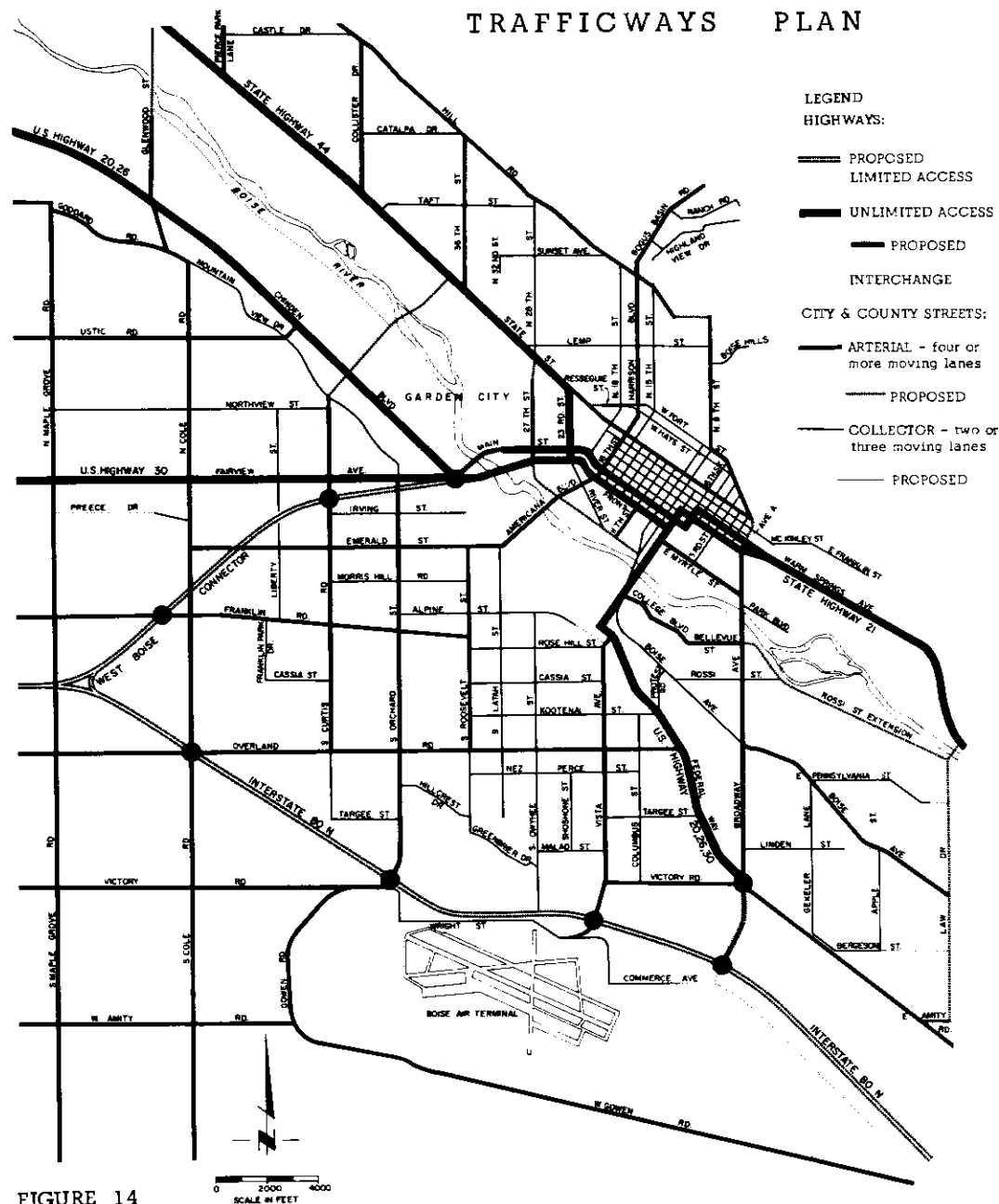
PROPOSED STREET RIGHT-OF-WAY AND PAVEMENT STANDARDS

| Type of Street | Minimum R.O.W. | Minimum Pavement Width |
|---------------------------------------|----------------|------------------------|
| Arterial - Divided | 100' | Dual 32' * |
| Arterial - Undivided | 80' | 64' |
| Arterial - One-Way | 80' | 52' |
| Arterial - Modified | 60' | 44' |
| Collector | 60' | 40' |
| Collector - Single-family residential | 60' | 36' |
| Commercial | 80' | 64' |
| Industrial | 80' | 64' |

* 18' Median Strip

FIGURE 13





ONE-WAY STREET PATTERN

Present System

The Boise City pattern of one-way streets which extends throughout the central business district and some of the neighboring area was adopted in November 1957. The system has been modified several times since then and reduced somewhat in coverage. In general it has functioned well and the problems manifested in a few locations are those which are inherent in one-way street traffic patterns.

Traffic Conditions

Figure 17 shows the present volume of traffic carried by streets in the one-way pattern as determined by a study of traffic movements in downtown Boise City compiled by the City in 1963 and by traffic counts made by the State Department of Highways over a period of several years.

It is anticipated, on the basis of the projected increase in population and proposed changes in land use, that traffic over the system will increase about 3% per year. Factors contributing to this are the extension of commercial development in the downtown area; the future development of the area north and east of the capitol for professional and research offices, including the proposed Federal Office Building, and for apartment developments; and the development of areas on the fringe of the downtown area for highway-related uses in addition to the usual commercial developments proposed by the General Plan. An additional factor is the possibility that

PEAK HOUR TRAFFIC VOLUME - 1985

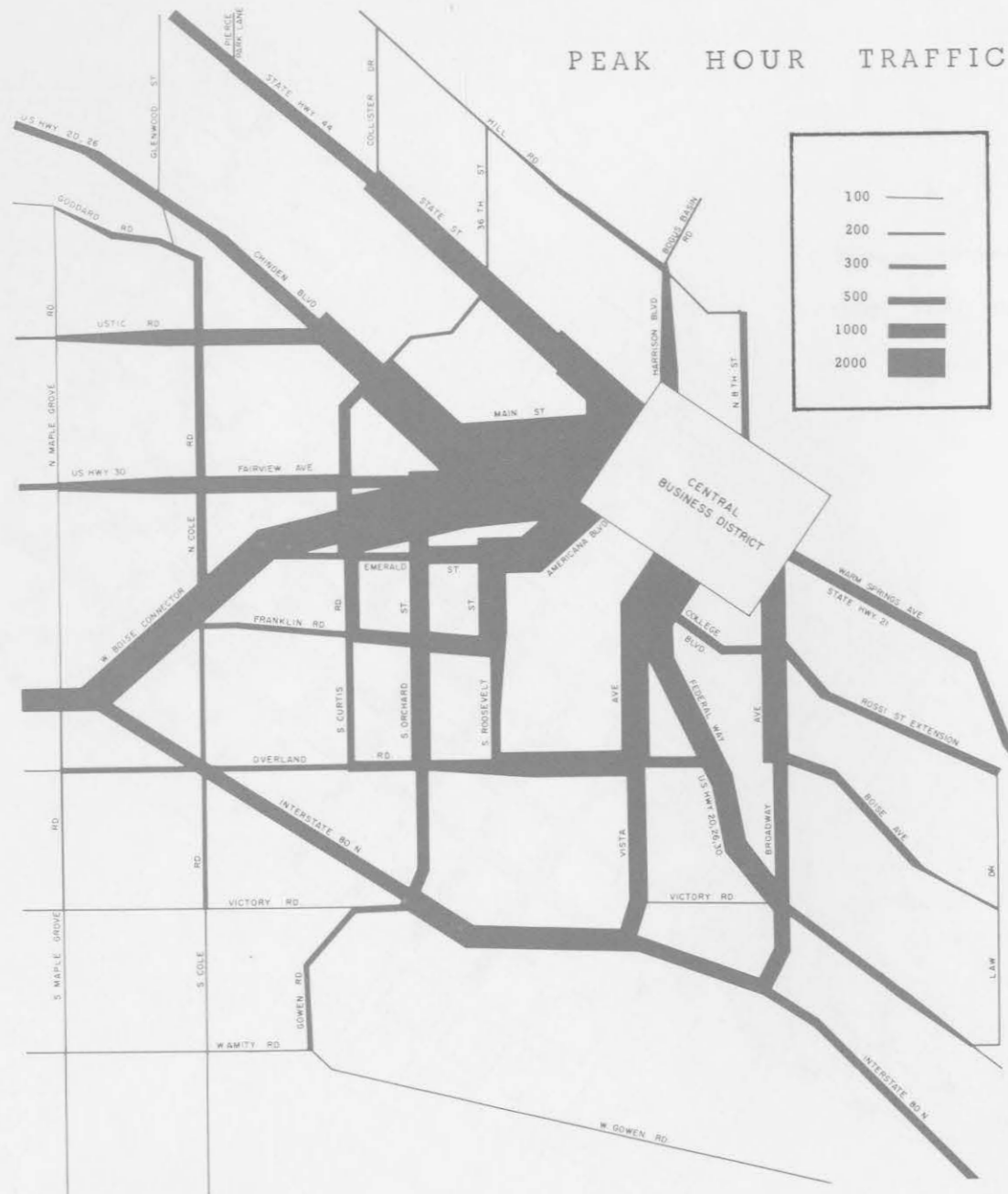


FIGURE 15

the proposed federal building will be augmented by additional office buildings, an auditorium and convention center, or a mall bordered by government office buildings located north of the capitol building.

The use of streets for one directional traffic offers certain advantages, including the reduction in congestion through increased traffic capacity, convenience and safety to drivers and pedestrians, and ease of parking. It entails also possible disadvantages such as an increase of circulatory travel, confusion to out-of-town drivers not familiar with the system, and increased travel distance to some locations.

The present one-way pattern in Boise City, shown on Figure 16, is somewhat unique - in two ways: Because downtown is a terminal location for a large amount of traffic, it provides for traffic circulation in addition to the clearing of heavy traffic through the area and it includes streets which do not, at present, carry heavy traffic.

During the past several months the advantages and possible disadvantages of the present pattern have been evaluated to determine whether further modification should be made at this time. Consideration has been given to present and anticipated traffic capacity requirements, the effect of the currently proposed program for street construction and widening, and the needs and desires of owners and tenants of the effected property.

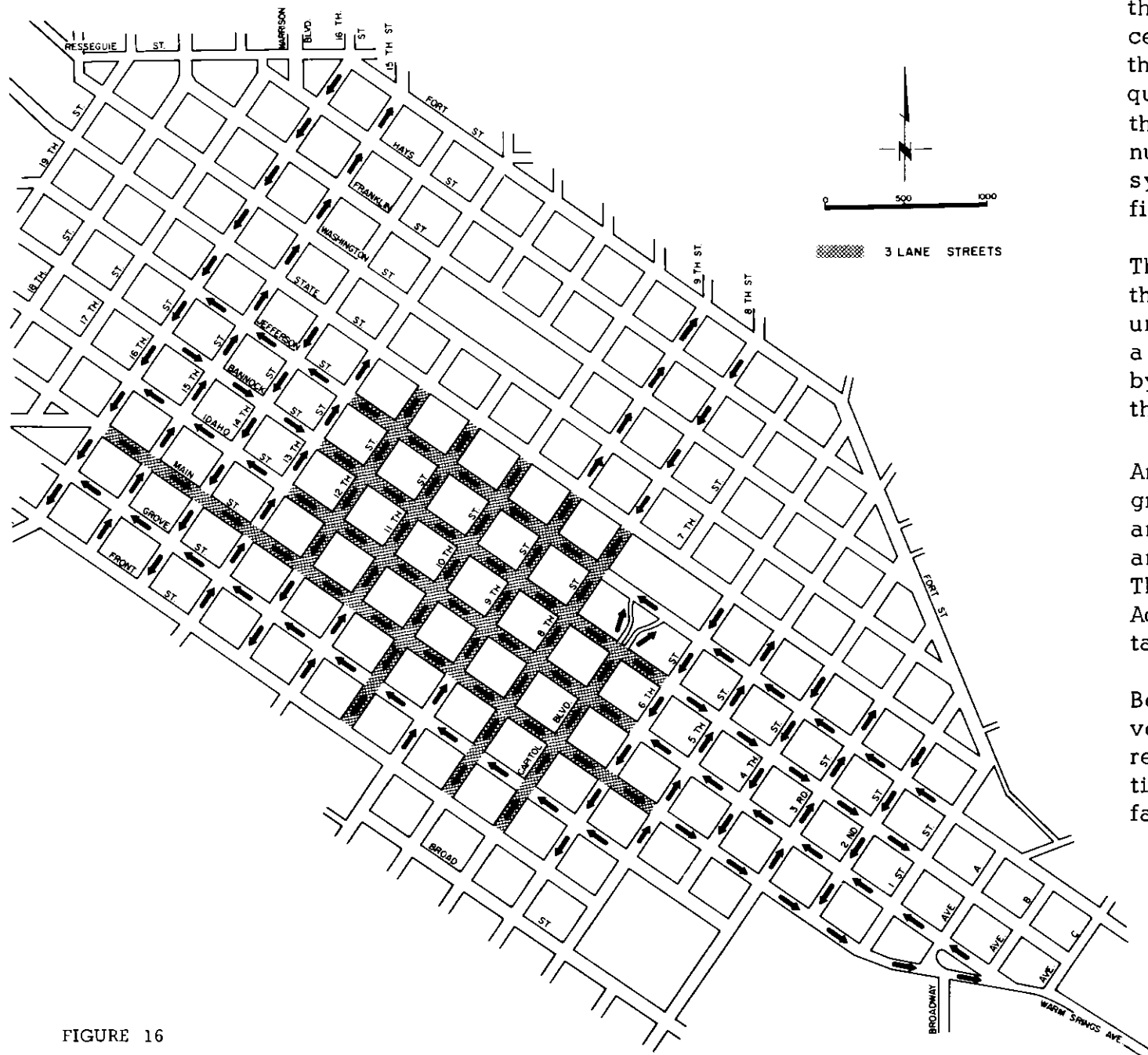


FIGURE 16

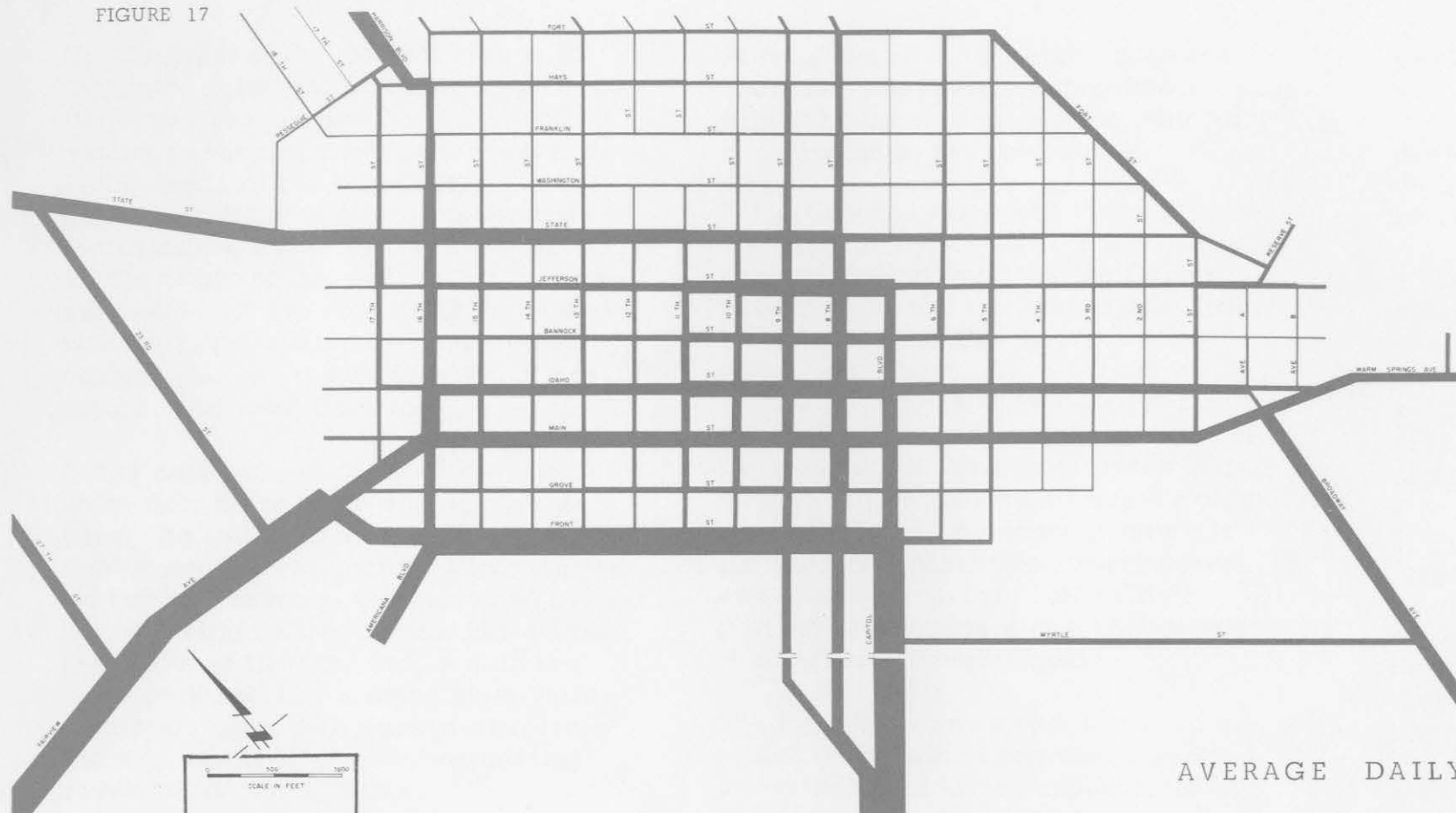
Restriction to one-way traffic on some streets in the system, particularly those at the heart of the central business area, can be fully justified on the basis of present traffic volume and the requirements of traffic movement. In contrast to this, however, the present traffic load on a number of streets on the fringes of the one-way system does not justify a one-way street classification.

This, however, is not conclusive evidence that the one-way classification is unnecessary or undesirable for these streets. Their retention in a one-way classification may be wholly justified by anticipated future traffic requirements or by the other factors mentioned above.

An evaluation of these factors can be made with greater accuracy upon the adoption of the city and state street improvement program for 1964 and the resolution of property owner objectives. These matters are both under study by the City Administration and by the Parking and Transportation Committee of the Chamber of Commerce.

Because any modification of the system will involve considerable driver re-education it is recommended that the present system be continued until complete data on all of the above factors has been assembled and evaluated.

FIGURE 17



AVERAGE DAILY TRAFFIC VOLUME
CENTRAL BUSINESS DISTRICT

1963



One function of the General Plan is to designate space for parks and recreational use of the type, location, and amount in keeping with the present and future needs of the community. Requirements for recreational space and facilities are influenced by such factors as the nature of the surrounding countryside, the size and density of the urbanized area, population and employment characteristics, the distribution of age groups, and local tradition.

In the matter of space for recreation Boise City has several unique advantages: Its surrounding large-scale recreational areas, include opportunities for fishing, hunting, camping, and skiing, all within a few minutes drive from the center of the City and, within the community itself, the Boise River Valley provides a green belt transversing the heart of the urban area and containing several outstanding parks.

Parks and open areas, in addition to creating places for recreation, also provide a setting for the City. They frame public buildings, enhance vistas, and provide a breathing space and respite from the commotion and noise of traffic and commercial life. The evalu-

ation of the need for parks, open space, and other public areas, therefore, should be made in relation to their total contribution to the community.

Boise City has more than the usual need and opportunity for parks and green areas to serve in this way. As the Capital City of Idaho and the seat of Ada County government, the City is expected to have dignity and charm. As a City of homes, it should continue to be a delightful place in which to live. Also, because the economy of the area is based largely on trade and commerce attracted from a wide area, and its economic future is partially dependent upon tourist travel and retirement living, Boise City's physical enhancement is a particularly worthwhile community goal.

The Plan envisions a park system comprised of a chain of community parks along the Boise River supplemented by appropriate neighborhood facilities.

The following seven types of park and recreation space are proposed:

1 Playlots - Small area for pre-school children, located in protected areas within walking distance of

dwellings served.

2 Neighborhood Recreation Areas - designed primarily for the use of children from five to fourteen years of age.

3 Major Neighborhood Recreation Areas - designed to serve several neighborhoods.

4 Community Parks - large areas designed for diversified family recreation.

5 Regional Parks or Reservations - Large outlying areas of varied terrain, maintained primarily in a natural state, serving the people of the region. Typical facilities include those for camping, fishing, boating, hiking, and nature study.

6 Special Facilities - such as golf courses, ball parks, swimming pools, tennis courts, public gardens.

7 Incidental Public Open Space - including parkway strips, traffic islands and the grounds around public buildings.

There are at present 1,019 acres of parks and recreation space within the planning area distributed as follows:

| | | |
|-------------------------------------|-----|-------|
| Playlots and Neighborhood Parks | 27 | Acres |
| Major Neighborhood Recreation Areas | 147 | " |
| Community Parks | 671 | " |
| Special Facilities | 16 | " |
| School Ground Recreation Areas | 158 | " |

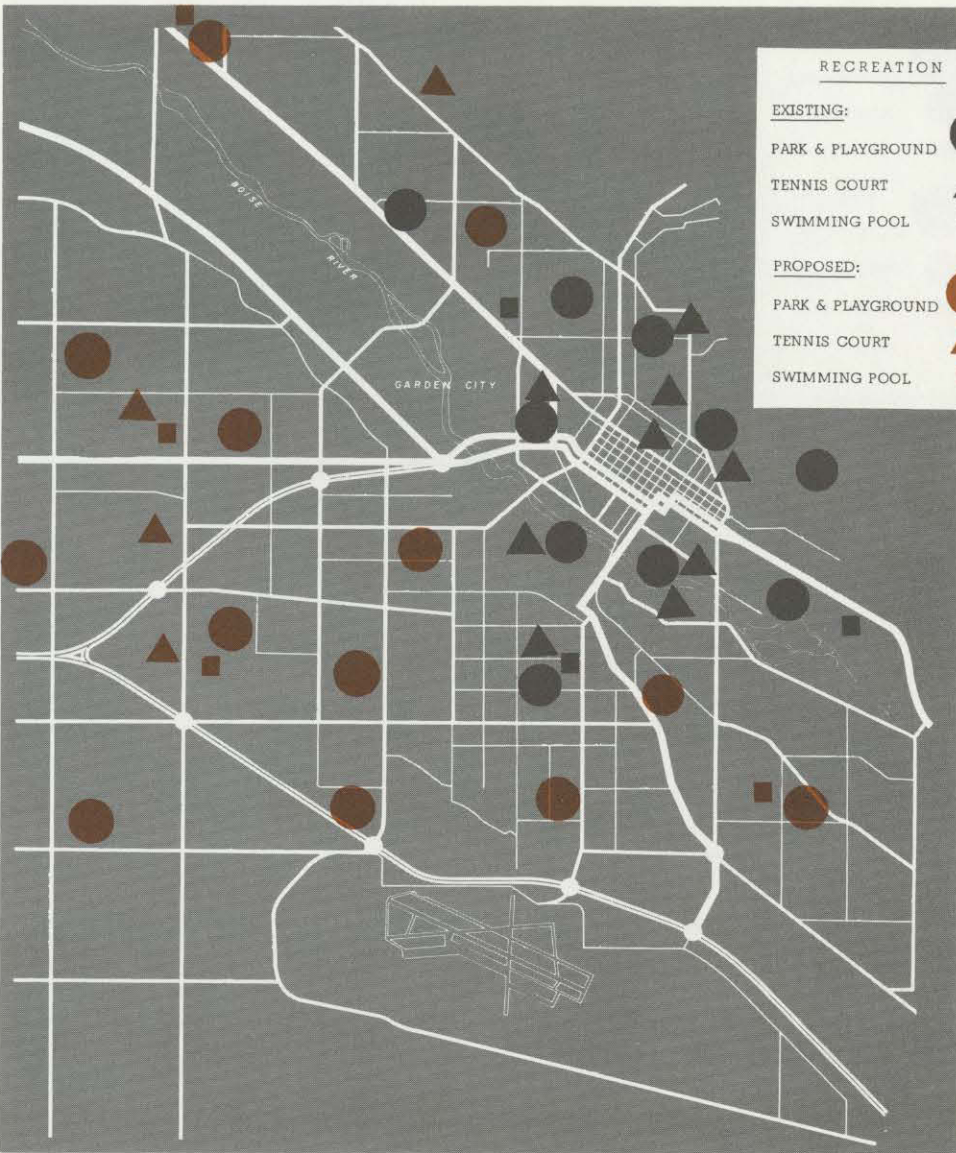
Because of the abundant large-scale recreation areas surrounding Boise City, the major need for recreation space in the City is for additional playlots, neighborhood recreation areas and community parks.

It is proposed that, in order to achieve larger and more useable total facilities, playlots and neighborhood parks be combined with school sites where feasible.

An additional 12 neighborhood parks are recommended for location throughout the City, and a major neighborhood recreation area is recommended for the area south of Boise Avenue and east of Broadway.

It is proposed also that additional land along the Boise River be acquired to link community parks with other public lands forming a continuous green belt available to all sections of the City.

FIGURE 18



EDUCATIONAL FACILITIES



During the 1963 school year public schools, within the Boise Planning Area, had an enrollment of over 19,000 students, including 10,400 in elementary schools, 4,900 in junior high schools and 4,100 in high schools. As shown in the following table it is estimated that by 1985 there will be some 30,000 students within the planning area, an increase of about 10,000.

| | May 1963 Enrollment | Maximum Capacity Including Expansion | 1985 Projected Enrollment 110,000 Population | Excess Enrollment over Capacity | Additional Schools Required [*] |
|--------------------|------------------------|---|--|--|--|
| High Schools | 3,522 | 3,533 | 6,600 | 3,067 | 2 |
| Jr. High Schools | 4,804 | 5,058 | 7,150 | 2,092 | 2 |
| Elementary Schools | 10,911 | 12,318 | 16,500 | 4,182 | 8 |

To provide for this increase it is proposed that present school facilities be expanded where feasible and that new construction be undertaken to provide an additional eight elementary schools, two junior high schools, and two high schools. The General Plan Map shows existing school locations and the proposed locations of new schools. These locations are based on an analysis of existing school facilities and the possibilities of their expansion, and on expected population changes.

Ada County is served by the Meridian, Kuna, and Boise Independent School Districts. The largest is the Boise School District, which serves over 80% of the Ada County population,

^{*} Projections are based on the following ratio of student enrollment to total population: High School - 6.0%; Junior High School - 6.5%; Elementary School - 15.0%. School enrollment projections and an analysis of plant capacities are given in Tables 14 and 15, Appendix, Volume III.

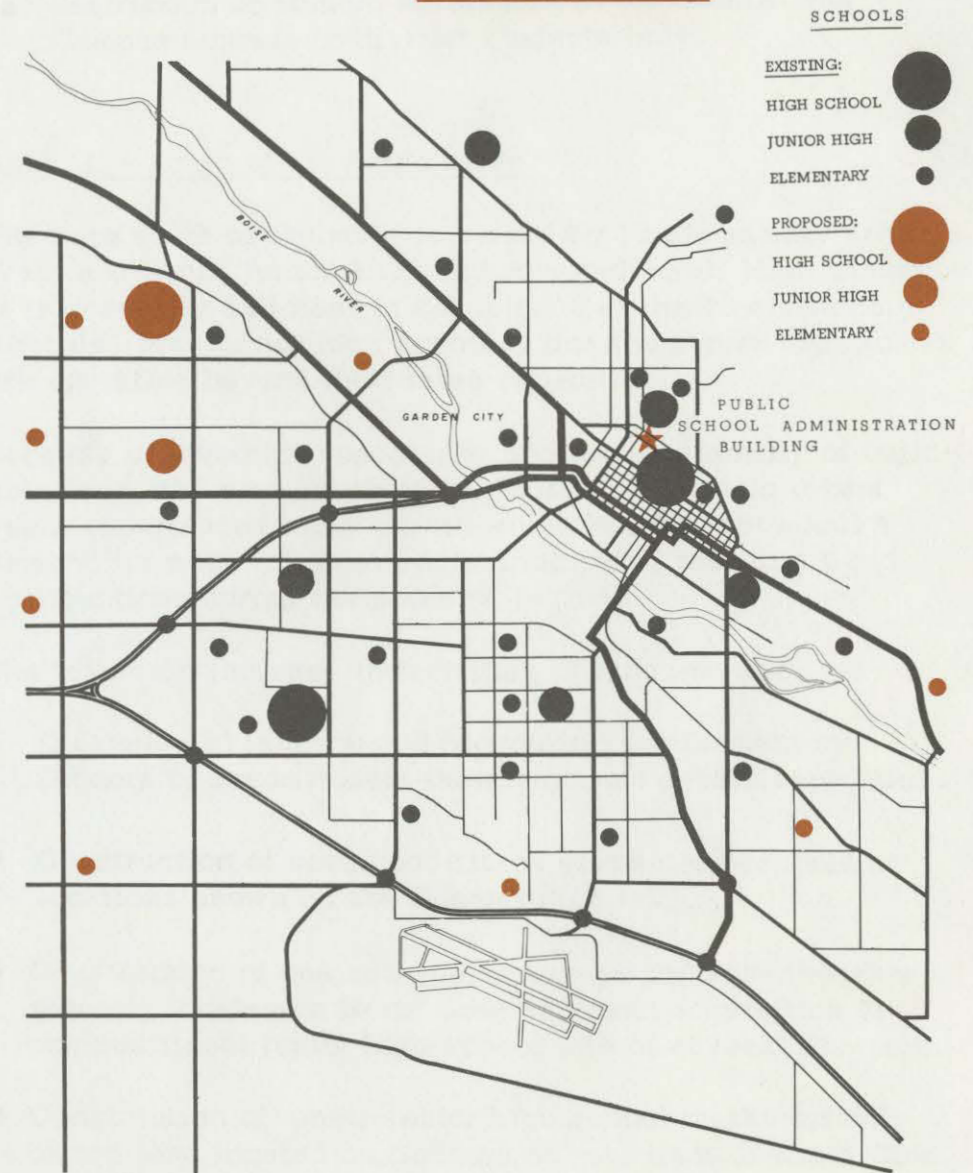


FIGURE 19

and provides for all students within the Boise City limits and for the majority of those within the Boise urban fringe.

School facilities in the Boise District include two senior high schools, five junior high schools, and 27 elementary schools. District properties also include undeveloped sites reserved for future school needs.

Facilities within the Boise School District and within the Planning Area may be classified by location as follows:

AREA I - North of Boise River

This area is served by 12 elementary schools, North, East, and Hillside Junior High Schools, and Boise High School. The Lincoln School is operated as a remedial facility for Grades 1-12, and serves the entire district. With the exception of Hillside Junior High, Boise High, and Adams Elementary, all schools in this area are presently operating below their design capacities.

School facilities in the area are generally adequate for the anticipated school population during the planning period. Although there will be some increase in student population during that time, most of this can be absorbed by the excess capacity and the expansion possibilities in existing schools.

The following increase in facilities is recommended:

- The construction of one additional elementary school in the area generally south and east of the Adams School District.
- Expansion of existing facilities at Whittier, Taft, and Central elementary schools to their maximum design

capacities.

- Restriction of student enrollment in the Central and Campus schools to district students only.

AREA II - South of the Boise River

The area south of the river is served by 13 elementary schools, West and South Junior High Schools and Borah High School. It is generally deficient in schools: 8 of the 13 elementary schools, both junior high schools, and the senior high school are operating beyond their rated capacities.

Because of favorable topography and the availability of buildable land, the area south of the Boise River has in recent years experienced rapid growth which has brought about a demand for more schools. It is anticipated that this trend will continue during the planning period.

The following increase in facilities is recommended:

- Expansion of Jackson and Mountain View Elementary Schools to accommodate their maximum design capacities.
- Construction of seven additional elementary schools at locations shown on the General Plan Map.
- Construction of one new junior high on the school-owned property located on North Cole Road and acquisition of one additional junior high school site of at least 25 acres.
- Construction of a new senior high school on the school-owned land located on Goddard Street, west of North Cole Road and acquisition of one additional senior high school site of 35 to 40 acres, located west of the planning area.

BOISE JUNIOR COLLEGE

On the basis of data and analysis set forth in the General Plan Study it is concluded that development of the Boise Junior College as a four-year institution is necessary to meet the educational needs of the Boise area and to enhance community economic development. It is further concluded that:

- Boise Junior College, situated in the fastest growing region of the State, will continue to grow and, by 1975, will serve over twice as many students as it does today.
- The present and future needs of the Boise area cannot be adequately served by the two private denominational colleges and the two-year public college now operating in the Southwest Region.
- There is urgent need for a broad day and evening program of higher education in Boise City, extending not only through the four-year range but through the master's and first professional degree levels, particularly in such fields as education, business and public administration, and law, as well as liberal arts, social science, and science.
- Though many conditions are favorable for the establishment of such an institution, there are also very difficult problems involving financing, relationships to other educa-

tional institutions and state versus local control. But because the needs of the area will grow more acute, its formation appears to be inevitable.

While land needs cannot be adequately estimated until a master plan for higher education in Idaho has been adopted, it seems prudent to reserve now at least enough land adjacent to the present campus to meet the needs of a doubled enrollment and, since the possibility of a four-year institution appears strong, to reserve additional land for this purpose.



FIGURE 20

The Plan proposes that pending the development of more specific plans for higher education in Idaho, the City of Boise City make suitable provisions to reserve, in addition to the present 110 acre campus, a minimum of:

100 additional acres adjacent to the present campus to provide for the inevitable expansion of Boise Junior College and another 100 acres (total 310) to accommodate a four-year institution which would also offer graduate work in certain fields through the master's and first professional levels.



FIGURE 21

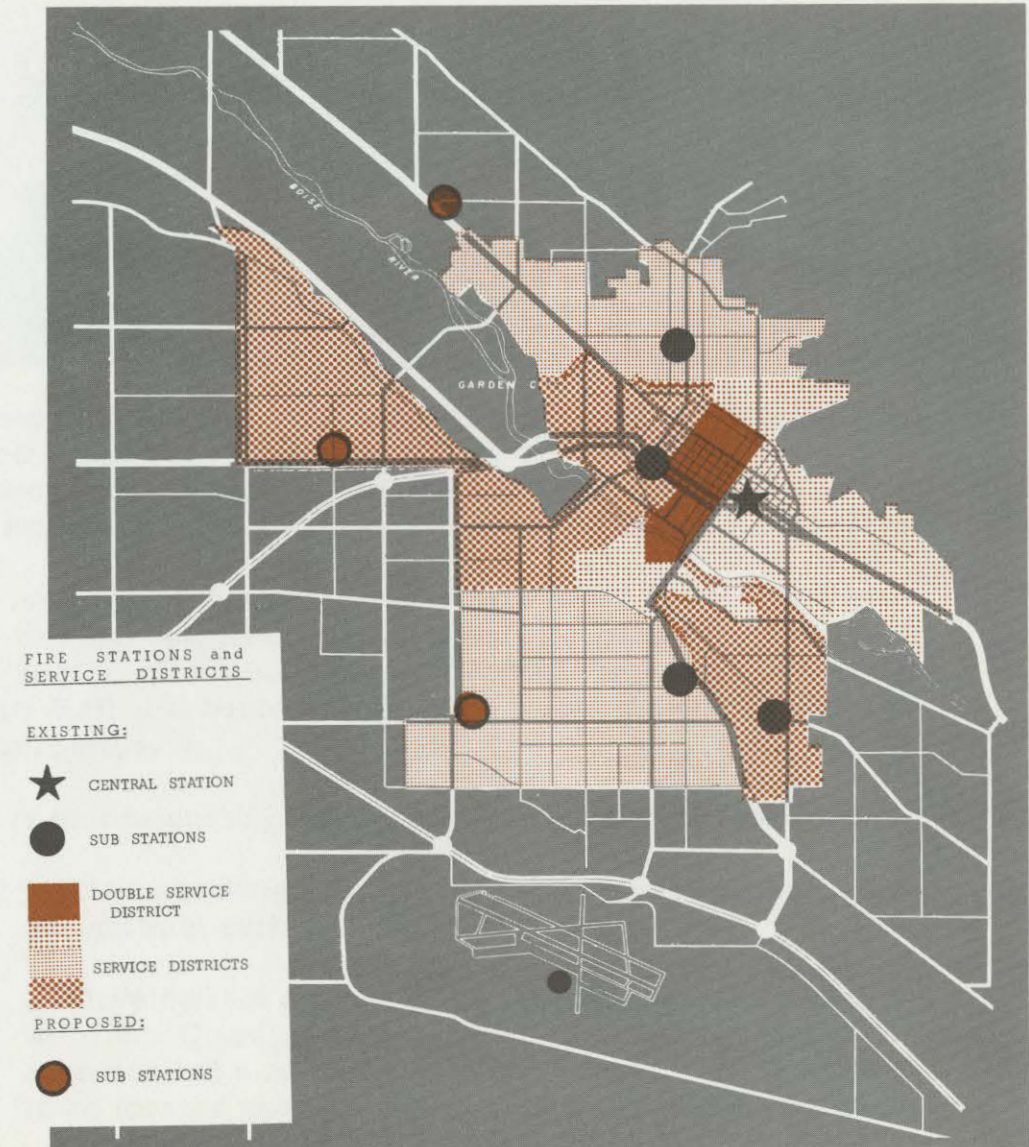
FIRE STATIONS

Boise City is served by the Boise City Fire Department. The City is divided into five fire protection districts, each containing a fire station which provides coverage for the entire district. The downtown and adjacent industrial area constitute a double district which is served by both the Central Fire Station and Sub-Station No. 5.

The City has a fire rating of Class 3, an excellent rating in view of the fact that no city fire department is rated Class 1 and very few have a Class 2 rating. Boise City progressed from an average rating of Class 5 in 1950 to Class 4 in 1952 and achieved its present Class 3 rating in 1960. The present rating denotes a high degree of protection assuring low fire insurance rates for homes and for commercial and industrial buildings.

Boise City Fire Department has been able to serve areas annexed to the City to date and to maintain its Class 3 rating. It is anticipated, however, that the annexation of additional areas will require an expansion of fire protection facilities. The following program is recommended:

- 1 Retain all existing fire station sites and buildings.
- 2 Construct a new sub-station on city-owned land at the corner of Primrose and Liberty streets, to better serve recently annexed areas formerly in the Cole Fire District.
- 3 Designate a site for a future sub-station on city-owned land located at Sycamore Drive and State Highway 44, to



serve the area north of the present city limits which, if annexed, would no longer be served by the Collister Fire District.

4 In the event of annexation, provide an additional sub-station in the vicinity of Overland and Orchard streets to replace the protection for the area now provided by the Whitney Fire District. Consideration should be given to acquiring the Whitney District fire station, which is well designed and located.

5 In the selection of sites for additional fire stations explore the advantages to be gained by including facilities for a police sub-station and public works sub-station on the premises to serve the same district served by the fire station.

CITY CORPORATION YARD

The Boise City Corporation Yard and City shop facilities, located in the industrial area of 17th Street near the Boise River, provide the equipment and storage facilities needed for the construction, repair, and maintenance of city streets, sidewalks, lighting, and other city facilities and equipment. There is a need for expansion of the corporation yard area to provide for material storage and for employee parking. It is recommended that one and a half to two acres, adjacent to the corporation yard, be acquired for this purpose.

CITY HALL

The Boise City Hall contains the administrative offices and council chambers of the City and is adjacent to the central police station and police court. The central fire station is on a nearby site.



These facilities, though generally adequate for present City operations, are minimal in some instances and provide little opportunity for staff expansion. Additional land area is currently needed for employee and visitor offstreet parking.

It is apparent that continued growth in the incorporated area of the City and in City population will require the services of additional administrative personnel, and that the present City Hall will become inadequate before the end of the planning period.

It is recommended, therefore, that consideration be given to:

- 1 The acquisition of land near the City Hall to be used for offstreet parking, and,
- 2 Development as a long range program, in conjunction with Ada County and appropriate federal or other agencies, of a new City Hall and Civic Center Complex, to be located near the present State and County buildings.

FIGURE 23



One of the basic prerequisites for sound community development is the provision of an adequate supply of water. To be adequate, a community's water system must furnish safe and potable water for the domestic, commercial, and industrial needs of the community, in quantities and pressures capable of providing for peak loads of daily consumption and also of maintaining water pressure needed for fire protection.

In a predominantly residential community such as Boise City, the use of water for domestic purposes, such as drinking, washing, and other household purposes, for recreational uses and garden maintenance, constitutes the major load on the water system, and the amount of water required for commercial or industrial uses is proportionately small. As industry develops, however, this relationship could change. The amount of water required by industries varies greatly. Some industries - such as canneries, bottling works, and similar activities - may use a great deal, while other industrial requirements are comparable to those for domestic use.

The majority of the planning area is now served by a central water system under the jurisdiction of the Boise Water Corporation. This system, the extent of which is shown on Figure 23, can be extended to accommodate all urban developments proposed within the planning area. It is recommended that future subdivision development within the planning area be serviced wherever possible with a central water supply built to uniform and high standards.

FIGURE 24



The provision of an adequate system for the disposal of sanitary wastes is essential to the protection of public health and to the conservation of natural streams and underground water. A typical city disposal facility consists of a sewer system to collect and transport wastes and a sewage treatment plant to provide for their neutralization and disposal.

All types of urban land uses create a need for sanitary waste disposal. In the interest of public health and welfare, residential uses, except in areas of very low density, and commercial and industrial uses, when located in urban areas, must be provided with sewers and access to disposal facilities.

The Boise City owned and operated sewage treatment plant, built in 1949, was designed with expansion possibilities to serve a population of 90,000 people. It has been expanded to keep pace with the growth of the service area and is rated as one of the nation's finest disposal systems. The three sewer districts in the Boise planning area, Boise City Sewer District, the Bench Sewer District, and the Northwest Sewer District, though under three separate jurisdictions, all use the Boise City Sewage Treatment Plant.

As shown on Figure 24, most of the area within the City is now served or can be served by the Boise City Sewage Treatment Plant system. It is highly desirable that all developments within the planning area be served by central water and central sewer facilities as soon as this can be made feasible.

Several instruments have been prepared to help carry out the provisions of the General Plan and the related decisions of City Officials. The most important of these are the Zoning and Subdivision Ordinances.

Zoning Ordinances are the local laws governing the use of land. They determine the kind of use, such as for homes, apartments, or businesses; the arrangement of building on the land; the intensity of use, or the density of the living or working population; and the supporting facilities required, such as offstreet parking. Zoning laws are designed to implement the land use concepts of the Comprehensive General Plan.

Subdivision Ordinances are the laws designed which regulate the subdivision of land. They specify standards for new streets and building lots and for site improvements such as sewers, water mains, sidewalks, pavement, and so forth.

The zoning and subdivision ordinances are administered by the City Council with the guidance of the City Planning Commission, the Board of Adjustment, and the technical assistance of City

staff members.

CAPITAL IMPROVEMENTS PROGRAM

The General Plan outlines the public developments called for during the planning period. A Capital Improvements Program is required to develop cost estimates and a plan of financing for these improvements and to recommend their appropriate staging and timing. This essential part of plan effectuation is scheduled for preparation during 1964.

Authority for Planning and Zoning

Authority to guide city development and govern the use of land through zoning is granted to the City of Boise in the enabling statutes of the State of Idaho. This legislation enables the City to appoint a Planning Commission and a Zoning Commission, which may be combined into one commission as here recommended, and a Board of Appeals; to prepare and adopt comprehensive plans for the physical development of the City; to establish regulations pertaining to the use of land and the buildings thereon; and to adopt policies and procedures pertaining to the administration of these activities.

ORGANIZATION CHART

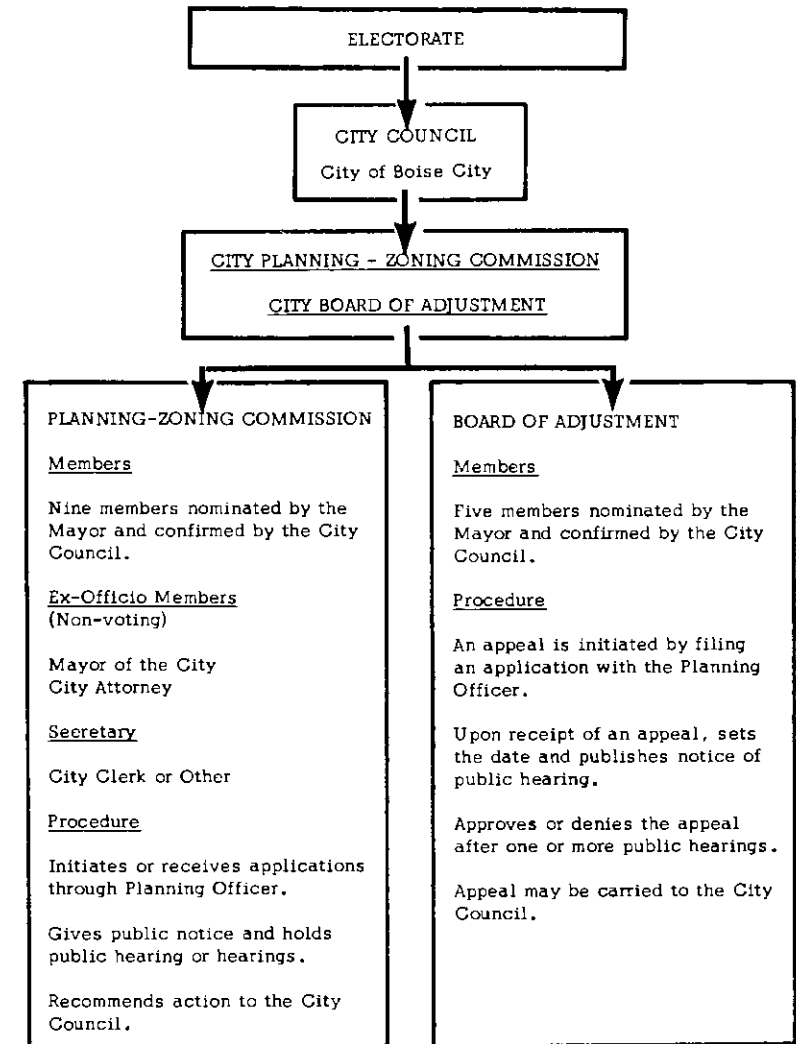


FIGURE 25

CITY PLANNING COMMISSION

With certain exceptions, the City Planning Commission serves the City Council in an advisory capacity. It is the broad concern of the Commission to foster developments which will make for a safe, attractive, and economically sound community and to guide the physical development of the City in constructive directions.

It is proposed that the Planning Commission and Zoning Commission be organized as shown on Figure 25 and that it serve with the following authority and jurisdiction:

Preparation of a General Plan

The Planning Commission, at the Council's request, may prepare and recommend a General Plan for the future development of the City. It may also, from time to time, recommend changes or additions to the General Plan either on its own initiative or at the request of the City Council.

An annual review of Plan provisions by the Commission is recommended.

The Preparation and Adoption of a Zoning Plan and Changes in Zoning Classifications

The Boise Planning Commission and City Council have zoning jurisdiction

over the land within the corporate limits of the City. Action by the Commission is required in the adoption or amendment of any zoning ordinance. A change in zoning constitutes a change in the land use provisions of the General Plan and requires an amendment to the Zoning Ordinance.

The Subdivision of Land

The subdivision of land plays a very important part in the development of community pattern and character. Whereas, structures may be remodeled or rebuilt from time to time, a street pattern or neighborhood character, once established, is more or less permanent and cannot be changed without large and costly redevelopment.

It is the responsibility of the Planning Commission to study proposed subdivisions, to review them in public hearings, and to recommend action on them to the City Council, making such suggestions for changes or modifications as it deems desirable.

Consideration and Recommendation Relating to the Granting of a Conditional Use Permit

The Zoning Ordinance, as proposed, permits certain uses of land in each zone classification. Certain other uses are permitted upon the granting of a conditional use permit. A conditional

use, as provided for in the Zoning Ordinance, is an activity which, although generally suitable to the zoning district in which it is classified, may entail problems of traffic congestion, public safety, or unsuitability for other reasons in specific situations, and is therefore permitted only after review and recommendation by the Planning Commission and approval by the City Council.

The method of organization and procedure followed by the Commission in these matters is shown on Figure 25.

BOARD OF ADJUSTMENT

It is the function of the Board of Adjustment to assist in the administration of the planning and zoning regulations by hearing and deciding appeals from any decision relating to planning or zoning matters made by any public official; and authorizing, under certain conditions, a variance from the zoning plan or zoning ordinance, when, in the opinion of the Board, such variation is justified and in the best interest of the community. The procedure followed by the Board in these matters is shown in Figure 25.

Atkinson Associates

CITY AND REGIONAL PLANNING

December 1, 1963

Honorable Mayor and City Council
Members of the City Planning and City Zoning Commissions
City of Boise City, Idaho

Gentlemen:

The General Plan concepts set forth on the preceding pages and the General Plan Map, together with the supporting data and proposed ordinances contained in Volumes II and III of this report, constitute the basis for an expanded program of city planning in Boise City.

It is anticipated that the concepts contained in the Plan will be resolved in greater detail in public hearings prior to official action, and it is recommended that these concepts and policies be renewed and revised periodically to keep them in phase with community needs and conditions.

Wherever possible the policy recommendations in the several sections of the Plan have been worked out in discussion with the related agencies: The Traffic Section has been reviewed and approved by the Metropolitan Transportation Committee; the Zoning and Subdivision ordinances have been developed in close cooperation with the Zoning Commission and City officials; and all parts of the Plan have had extensive review by the Planning Commission.

To facilitate close City-County coordination in planning activities, the desirability and need for which has been increasingly apparent during the course of this program, particular care has been taken to relate the proposed City Zoning and Subdivision ordinances with those of Ada County. It is hoped that these ordinances will form the basis for the continued coordination of City-County planning programs.

We are grateful for the cooperation received from the members of the City Council, the Planning and Zoning Commissioners, and from City officials. We are particularly indebted to County Planning Director, Lynn M. Rogers, for making County Planning data available and for his assistance in the development of comparable City and County Zoning and Subdivision Ordinances; to Mr. P. M. Roberts, Director, Department of Building and Zoning, for his extensive and detailed review of the Zoning Ordinance; and to Mr. A. J. Wahl, Public Works Commissioner, for his continued efforts in the development of the Subdivision Ordinance and advice on other parts of the Plan.

It has been, for us, a privilege to work with the people and the public officials of the City of Boise City in the development of the Comprehensive General Plan.

Sincerely yours,



Atkinson Associates

Harold E. Atkinson, AIP

We are dealing with an environment in being,
not a clean slate. Our task is to improve, not to
make perfect. But it is also ever to improve, and
never to be content.

J. T. H.

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